

The Hongkong Telegraph

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietor.

WEATHER FORECAST
RAIN.

Barometer 29.97

September 22, 1914. Temperature 6 a.m. 75, 2 p.m. 84
Humidity 80, 67

September 22, 1914. Temperature 6 a.m. 78 p.m. 78
Humidity 90, 90

2911

號三初月八年寅甲

TUESDAY, SEPTEMBER 22, 1914.

二拜禮 號二拾廿月九年癸癸

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

LATEST WAR TELEGRAMS.

THE DESTRUCTION OF RHEIMS CATHEDRAL.

FRANCE PROTESTS TO THE POWERS.

Furious Fighting East of Peronne.

Rear-Admiral Patey, Promoted to Vice-Admiral.

[Reuter's Service To "The Telegraph."]

London, Sept. 21, 2.20 a.m.

A report from Melbourne states that Rear-Admiral Sir George Edwin Patey, K.C.V.O., has been promoted to the rank of Vice-Admiral.

France Protests Against Destruction of Rheims Cathedral.

Sept. 21, 2.20 a.m.

France has protested to the Powers against the bombardment and destruction of the cathedral at Rheims, "a unique jewel of architecture."

Stiff Battle Along the Aisne.

Sept. 21, 2.20 a.m.

A Paris official communication published at eleven in the evening states that the French, north of the Aisne and below Soissons, gave some ground before a violent attack by superior forces, but immediately reconquered the positions. The French continue to make progress along the right bank of the Oise. The French troops also repulsed all the vigorous attacks of the enemy north of Rheims.

French attacks made further progress in Argonne. The last rains have soaked the ground, rendering movements very difficult.

New German Boat Sunk.

Sept. 21, 5 a.m.

The Carmania is a boat belonging to the Cunard line, while the Pegasus is practically obsolete.

Reuter's correspondent says that the Carmania sank the s.s. Cape Trafalgar, which is a new nineteen thousand ton liner.

Mr. Redmond's Exhortation.

Mr. J. Redmond, reviewing the volunteers at Wicklow, declared that the war had been undertaken in the defence of the highest principles of morality and right.

Irishmen would be for ever disgraced if they shrank from proving that gallantry which had distinguished the race throughout history.

Fighting at Peronne.

The Daily Mail correspondent at Amiens reports that furious fighting is taking place east of Peronne, indicating a possible attempt to turn the German flank.

THE MONEY AND THE MEN.

£100,000,000, and 567,000
Added to Personnel.

Westminster, August 7.
On the appeal of the Prime Minister, the House has voted £100,000,000 for all purposes of the war, at home and abroad. The money provides for insurance of shipping, amelioration of distress, regulation of food prices, and all matters of emergency.

Lord Kitchener asks for 500,000 men, and these also have been voted. Parliament has thus authorised the rapid enlistment now proceeding. In addition, Mr. Asquith referred to the Dominion forces now to be raised and the Indian contribution of two divisions.

The resolution also authorises an addition of 87,000 to the personnel of the Navy.

Empire Proclamation.

The Prime Minister's speech was a historic proclamation to the Empire. The vigour and passion of it evoked repeated and prolonged demonstrations. The climax was in two words. Referring to Germany's offer that we should stand side while Belgium was invaded and France lost her overseas territories, Mr. Asquith—white with anger—cried:

It was an infamous proposal for the betrayal of our friends and dishonour of our people.

No one who heard the emphasis on the words "infamous proposal" will ever forget the thrilling effect which they produced.

Mr. Bonar Law was as resolutely indignant. "In the streets of Liege," said he, "citizens are at this moment fighting for their lives against trained soldiers. It is a Napoleonic war—without Napoleon!"

Mr. Ponsonby and his friends accepted the vote, their reservations as to policy being heard with great impatience.

At Mr. Steel Maitland's suggestion a Bill was passed to secure the votes of men called to service.

Dr. Macnamara stated that pilotage certificates granted to aliens were under careful consideration, and had been cancelled for the approaches to Rosyth.

Britons Abroad.

With regard to British subjects on the Continent, Mr. Acland stated that special inquiries as to individuals could not be undertaken, since they would be "an injustice to the general body of applicants." Non-arrival of letters and telegrams must not be taken to mean that friends are in difficulties. Means of communication are very seriously interrupted. Such persons should stay quietly where they were until arrangements could be made for their safe return. On Monday Embassies, Legations, etc., were instructed to ask foreign Governments to authorise payments from the State banks of moderate sums calculated to suffice for the relief of stranded British subjects, and the reduction of the Bank rate had been announced, with the continuance of gold payments in this country. It would not be difficult to cash cheques, bank notes, and circular notes.

The American Embassy is looking after British subjects in Germany, and "the absence of news from them need not be a cause of anxiety."

Mr. Travelyan asked that Parliament should not be prolonged for more than six weeks, and should be immediately summoned "for any curtailment or suspension of civil liberty." Mr. Asquith promised a general statement on the subject.

Mr. Clifford Cory stated that shipping is being held up in the

COMMAND OF THE HOME FLEETS.

Admiral Sir John Jellicoe's Appointment.

Home papers of August 4 had the following:—
It is officially announced that the King has been pleased by Letters Patent under the Great Seal, bearing date July 30, 1914, to appoint:

The Right Honourable Winston Leonard Spencer Churchill;
Admiral Sir Serene Highness Prince Louis Alexander of Battenberg, G.C.B., G.C.V.O., K.C.M.G.;

Vice-Admiral Sir Frederick Tower Hamilton, K.C.B., C.V.O.;
Rear-Admiral Archibald Gordon Henry Wilson Moore, G.V.O., C.B.;

Captain Cecil Foley Lambert, The Right Honourable George Lambert; and

The Right Honourable Sir Francis John Stephens Hopwood, G.C.M.G., K.C.B.;

to be Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, etc.

The new Patent of the Board of Admiralty contains only one change, and that is in accordance with the announcement which was made officially on Thursday morning of last week, says the Daily Telegraph of August 4. The announcement then issued was to the following effect:—

Vice-Admiral Sir John R. Jellicoe to be Commander-in-Chief, Home Fleets, in succession to Admiral Sir George Callaghan, who will complete his tenure of the command at the end of the year.

Vice-Admiral Sir Frederick T. Hamilton to be Second Sea Lord of the Admiralty, in succession to Sir John Jellicoe, who will vacate his office on September 1, prior to taking up the command of the Home Fleets.

It will be seen that even as recently as eight days ago there was no intention on the part of the Government to make a change in the composition of the Board of Admiralty until the end of the summer.

It is probable that the later decision, announced in the "London Gazette," points to Sir John Jellicoe taking up the command at an earlier date than had been anticipated, if, indeed, this distinguished officer does not immediately hoist his flag.

There is reason to believe that it does not necessarily follow that because Sir John Jellicoe is ceasing to be a member of the Board of Admiralty, Admiral Sir George Callaghan will relinquish his appointment.

Under the present critical conditions, the supreme command of the Home Fleets involves immense responsibilities, and it is possible that the view has been taken that these should not rest upon one officer only.

Suez Canal owing to the fact that the head office of the company is situated in Paris. Mr. Acland indicated that the matter is under the immediate attention of the Foreign Office. The suggestion is that the London office will be placed in control.

Mr. Herbert Samuel made a strong appeal to all employers to retain their workpeople as far as possible, and in any case to impose short time rather than dismissal. The sea routes being open, there would be "in the near future a great stimulus of trade in Asia, Africa, and America through the cessation of foreign competition."

He repeated the programme of alleviation now associated with the name of the Prince of Wales.

MOBILISATION BY RAIL.

Railways in War Time.

It has been pointed out that the general public by no means realises the extent to which a modern plan of campaign depends on railway communication. That this lack of knowledge should prevail is intelligible enough, in view of the fact that the railway system of the world is not yet a century old, while the two great campaigns that have been waged since 1880 were carried on outside Europe in areas where the railway mileage is the reverse of dense.

If the reader will glance at any fairly large scale map of Central Europe, he will observe that frontiers have to a large extent been obliterated by international railway connections. Except for Russia, all the European main lines are built on the same standard gauge of 1.435 metres, which is within a fraction of an inch the same as our standard of 4 ft. 8 in. Russia, for purely strategic reasons, has a wider gauge, which will prevent German troop trains from entering the Empire, but will at the same time make it impossible for her own forces to enter Germany by train save by transshipping at frontier stations and capturing locomotives and rolling stock. With this exception, all the Powers involved can dispatch troop trains and military munitions through to the railways of a combatant country, and all will at the same time be liable to attack by railway.

Mobilisation by rail is rendered easier on the Continent by the fact that most of the main lines are owned and worked by the State. This is not the case in France, but there the relationship between the railway companies and the Government is exceedingly intimate, since owing to the provision for the eventual return of all the lines to the State on the expiry of their "concessions" or charters, the details of working are in normal periods under the close control of the Ministry of Public Works.

It was Bismarck who first realised fully the extraordinary strategic value of railways. Private ownership was originally the system adopted in Germany, but after the Franco-Prussian war the Iron Chancellor carried out his programme of nationalising all the main lines. In fact, save for the narrow gauge light railways, whose aggregate mileage is, however, considerable, there is, without doubt, only one small private concern in Prussia. Bismarck's policy was dictated by three considerations: the importance of the railway system from the revenue-earning standpoint, the facility with which a State-owned railway system can erect a further tariff wall by the imposition of railway freight rates discriminating against the products of any country, and the enormous military advantage of a unified State-owned railway network. The last was the dominating factor.

If Bismarck had had his way all the railways within the German Empire would have been welded together into one whole. But this project has always come to nothing owing to well-founded distrust of Prussia on the part of the other States, since it has been realised that the railways of the Empire would be controlled from Berlin and that the Prussian lines would set the tune to the rest. Hence the only Imperial railways are those in Alsace-Lorraine, which include the lines captured from France in 1870-71. The Hessian Railways are, however, now included in the Prussian network.

Germany has probably worked out her railway mobilisation

plans more thoroughly than any other country. There is in existence a complete time-table for use in war time, ready to come into force at a moment's notice, and giving details of the whole military service, which will altogether supplant the ordinary time-table. This schedule undergoes constant revision, and is thus continually kept up to date. Every goods wagon on the German railways has painted on its side the number of men or of horses which it can accommodate, and these vehicles should be of the greatest use, since the proportion of covered waggons is very high.

Incidentally, it is worthy of setting on record that a high German military official recently uttered a warning against the electrification proposals which are at present under consideration, on the ground that in time of war it would be easier to paralyse an electric than a steam railway, because the demolition of a few power houses would suspend working. This is a strategic consideration which deserves more attention than it has always received.

Our own facilities for mobilisation by railway are usually complete. The existence of competitive routes between most centres of importance, and the large proportion of lines laid out in double track or more, render us less dependent upon any individual route than is the case in many parts of the Continent. Another strategic feature of the greatest importance is the existence of so many connecting lines around London, which enable traffic to be transmitted from North to South or East to West without the necessity of passing through the ever-congested approaches to the capital itself. In this connection it may be mentioned that Paris possesses its Grande and Petite Ceinture lines, and Berlin its Ring Railway, both of which enable through traffic to be transferred from one system to another, but it is doubtful whether the lines in these two capitals are so useful as our own.

This country has, happily, never known a war within its borders since the coming of railways. But on numerous occasions our railway companies have demonstrated their ability to deal with military traffic. Both during the South African War, and on repeated occasions when troops have been carried in connection with manoeuvres and camps, it has been found possible to convey any required number of men, with artillery and munitions, even during the height of the holiday season, without interrupting ordinary traffic to any appreciable extent. The organisation which has made this possible has been aided by the existence of the War Railway Council, of which some of the principal railway managers are members, and on which both the War Office and the Admiralty are represented.—Globe.

The Exodus of Workers.

As the result of the exodus of foreign reservists from London vacancies for the following classes of workers were being reported to Labour Exchanges and Employment Agencies in greater numbers:—Clerks, waiters, chefs, shop assistants, bakers, valets, interpreters, music teachers, musicians, wine buyers, money changers, florists, perfume makers, male typists, tea tasters, sausage makers, cigar makers, confectioners, commercial travellers and tailors.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The French continue to progress along the right bank of the Oise.

The French troops have repulsed all the vigorous attacks of the enemy north of Rheims.

The French attackers made further progress in Argonne, but the last rains have soaked the ground, rendering the movements very difficult.

Mr. John Redmond, reviewing the Volunteers at Wicklow, declared that the war was undertaken in defence of the highest principles of morality and right.

The French troops north of the Aisne, below Soissons, gave some ground before a violent attack delivered by superior forces, but immediately re-conquered the positions.

France has protested to the Powers against the bombardment and destruction of the Cathedral at Rheims, "a unique jewel of architecture."

Irishmen, Mr. Redmond says, will be for ever disgraced if they shrink from proving on the battlefield that gallantry which has distinguished the race throughout history.

NEWS.

The Prize Court will sit tomorrow.

A meeting of the Sanitary Board was held this afternoon.

Further notes on the crisis appear on page 4.

General news and an article on German interests in China appear on page 3 to-day.

"Our Contemporaries" appears on page 2, Log Book on page 6, and Commercial News on page 9.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9 p.m.
Victoria Theatre 9.15 p.m.
Swearing-in Parade at St. Joseph's College—5.30 p.m.
Saturday, September 26.

Douglas Steamship Co.—Ordinary general meeting—noon.
Band Night, Peak Club—9.15 p.m.
Monday, September 28.
Sale of Crown Land, P.W.D.—3 p.m.

Saturday, October 3.
Hongkong Hotel Co. Ltd., extraordinary General Meeting—noon.

Saturday, October 10.
Amateur Boxing Tournament at City Hall.

NOTICES

WILLIAM BRIGGS & SONS, LTD.,
DUNDEE.BITUMINOUS PAINT and
ENAMEL

THE WORLD'S BEST AND CHEAPEST.
ANTI-CORROSIVE FOR IRON AND STEEL.
Used on the Forth and Tay Bridges.

DODWELL & CO., LTD.
SOLE AGENTS.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO., LTD.,
General Managers.
Telephone No. 41.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:-
Principal features: Small Premium, Liberal Surrender
Value, No Medical Examination, Return of Premium in the Event of
Death and Numerous Options at the Age of 25.
Write for Pamphlet and Full Particulars to
DODWELL & CO. LTD., Agents.



ASTHMA

CAN Be Cured.

THEN why be half suffocated,
and sit up all night cough-
ing and gasping for breath when
a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt
relief and ensure a good night's
rest. This is the only genuine cure
for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

Obtainable at Messrs. A. S.
WATSON & Co., Ltd. and all
Chemists and Patent Medicine
Vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHAW, TOMES & CO.
General Managers.

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese
graduate versed in litera-
ture, has been a teacher to
European officials and merchants
in this Colony for over ten years.
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.

Those who intend learning the
Chinese language are requested
to write c/o "Hongkong Tele-
graph" office or direct to 37
Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong 3rd October, 1913.

NOTICES

DRAGON CYCLE DEPOT.

MOTOR CARS FOR HIRE AND
FOR SALE.

PROMPT SERVICE.

TEL 482

WE "EXPRESS" TO ANY ADDRESS.

We Clear, Ship, Pack, Carry
Transport, Store, Insure.

WE FORWARD TO ALL PARTS OF THE WORLD.

HONGKONG PARCEL, EXPRESS & STORAGE CO.

Telephone 1208.

3, Duddell Street.

HOTELS.

THE HONGKONG HOTEL
AND
GRILL ROOM.

Hongkong, July 14, 1914.

J. H. TAGGART,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

THE COOLEST PLACE IN TOWN.
REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS
DURING Tiffin and Dinner and at intervals during
the day.

SPECIAL MONTHLY TERMS TO RESIDENTS.

Phone No. 197.

Tel. Address "COMFORT"

F. REICHMANN,
PROPRIETOR.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry. Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch meets all Steamers.

R. H. NORTH, Manager

Tel 373

Telegraphic Address: "VICTORIA"

THE CARLTON HOTEL.

PERFECT SANITATION

High Class Accommodation for Families at Moderate Prices.
Those desiring Economy combined with Comfort, Quiet and a Most
Refined Home, Free from Household Annoyances, should inspect
these Residential Quarters.
Luxuriously furnished Lounge, Drawing, Reading & Writing
Rooms.

Under Personal Management of

O. E. OWEN, Proprietor.

Try Our 1st Grade Guaranteed Australian Butter. Absolutely the
Best Imported—75 cts. per lb. Coffee 70 cts. per lb.
For the Best Cakes, Scones, Bread, Coffee, Meals a la Carte
and Table d'Hôte, Afternoon Teas, Ices, Milk, and Cold
Minerals. Only at

THE ALEXANDRA CAFE.

Grand Hotel de l'Europe, Singapore.
BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM
ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of

P. P. BAUR, late SAVOY HOTEL,
LONDON.

NEW MACAO HOTEL.
PRAYA GRANDE, MACAO.

The above Hotel will be opened on August 1st, 1914, under new
proprietorship and European Management. The Hotel now offers
for Residents and Tourists excellent accommodation. Large dining
room facing the sea. It has been entirely renovated throughout
and newly furnished, and is now up-to-date in every respect. Large
Baths, electric light and fans. Private and Public Bar and
Billiards. Terms Moderate. For further information apply to
Tel. Add. "Phoenix".

O. C. MOOSO.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak.

Near the Tram Terminus.

Tel. 59.

For Terms apply to the

MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

NOTICES

S.O.A.E.O.

THE FAR EAST OXYGEN & ACETYLENE
CO., LTD.

We beg to notify our cus-
tomers that our expert French
welder having returned to the
Colony, we are again able to
undertake all work pertaining
to autogenous welding.

Oxygen and acetylene gas,
also blowpipes, for sale from
stock in Hongkong.

For particulars apply to:-

A.B. THE SWEDISH TRADING CO.
IN CHINA LTD.

AGENTS.

YORK BUILDING (TOP FLOOR.)

Telephone: Office 171
Workshop, Office 1033

OUR
CONTEMPORARIES.

South China Morning Post

Wages and Prices.
Retail prices require a separate
and more narrow investigation.
Even in England retail prices
vary enormously in different parts
of the country, as, for instance,
the price of bread which in some
places has risen as much as 33
per cent. since 1905 while in
other places it has not risen at
all. The only sound deduction
to be made from this is that dis-
tribution and transport is the
important factor in determining
prices, both retail and wholesale.
This being granted it is easy to
see how keenly Hongkong is
affected in imported goods, but
it is, nevertheless, difficult to
understand why such articles as
rice, vegetables, chickens and
various other necessities of local
or Chinese production should
necessarily become dearer. The
task of the Food Committee is,
at best, a thankless one, but that
they have already reduced the
prices on some commodities
augurs well for their success.
But there remains much room for
further revision.

China Mail

The War.

It was but to be expected that
the United States or some other
neutral nation in the forefront of
civilization should not miss the
slightest opportunity of suggest-
ing mediation between the
belligerents with a view to bring-
ing about a cessation of hostilities
and, if possible, of paving the
way towards an early and peace-
ful solution of the turmoil in
which the leading nations of
Europe find themselves at present.
The tentative suggestions that
have been put forward have met
with the only possible result,
namely, that they have been
considered as premature. The
German Imperial Chancellor
seems to have somewhat haughtily
suggested that it would be more
fitting to submit them to the
Allies "who had made a compact
regarding peace." Of course,
that is precisely the attitude one
might have expected from the
Germans at present. Later, they
will probably be less arrogant
and more amenable to reason, as
they will unquestionably find it
more advantageous for them than
the Allies to think of peace.

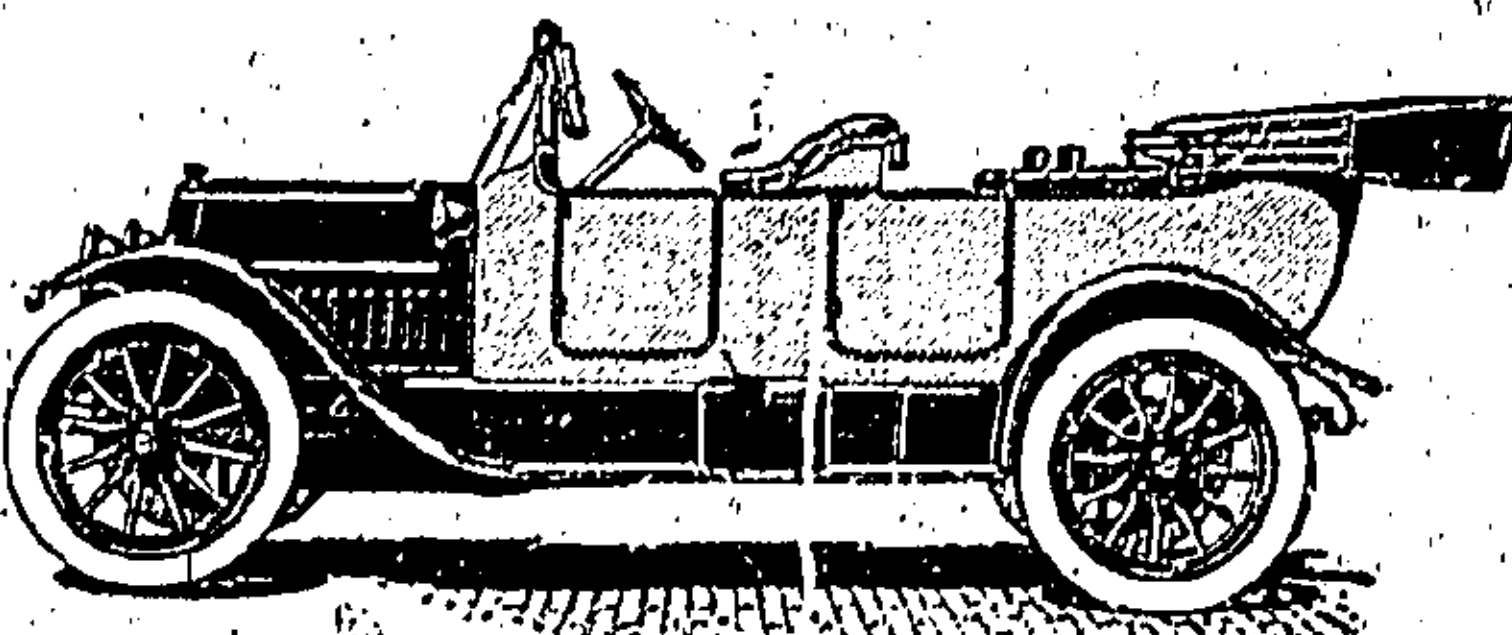
Daily Press.

Prisoners of War Bureau.
A bureau of information rela-
tive to prisoners of war is to be
instituted at the commencement
of hostilities in each of the belliger-
ent States, and, when necessary,
in neutral countries which have
received belligerents into their
territory. The business of this
Bureau is to reply to all inquiries
about prisoners, to receive from
the various services concerned,
full information respecting inter-
ments, transfers, releases on
parole, exchanges, escapes,
admissions into hospital, deaths,
as well as any other information
necessary for it to make out and
keep up to date an individual
return of each prisoner of war.
The Bureau must also state in
this return the regimental num-
ber, name, age, place of origin,
rank, wounds, date and place of
capture, internment, wounding,
and death, as well as collect all
valuable letters, etc., found on
the field of battle or on prisoners.
We have just been told in the
telegrams that the belligerent
Powers have exchanged lists of
their prisoners, and it should
presently be possible to learn ex-
actly to what extent each of the
armies in the field has been
depleted by captures.

Dr. W. G. and Recruiting.

A special cable received by
the Civil and Military Gazette,
dated London, August 28, says:-
"Dr. W. G. Grace suggests the
winding up of the County Cricket
season, urging all first-class
cricketers of recruiting age to
set a good example by enlisting."
A meeting of the Glasgow Foot-
ball Clubs decided to support
the recruiting movement by
forming a battalion of players
and enthusiasts.

Oysters, Fresh, Fried or Stewed
Finlay Haddock, Kippers & Co.
ALEXANDRA CAFE.



LAW &
SONS

Studebaker

No. 3 Duddell St.

Sole Agent

GENERAL NEWS.

A Scare and the Sequel.
The supercargo of a launch has been prosecuted in Sarawak on the charge of circulating rumours conducing to public mischief. The accused returned from Lundu with information that all the Europeans at Pontianak had been murdered and their houses burnt, one or two forts and a powder magazine captured and the Government was in the hands of the natives. He was sent to Lundu where Mr. Baring-Coulter held an enquiry to give him the opportunity to produce evidence to support these rumours but he could not do so. The rumours were palpably lies. The accused was fined twenty-five dollars. We hope (says the *Sarawak Gazette*) this will be a warning to those in future times who are unable to restrain their tongues in the promulgation of news for which they cannot vouch, and which can only be meant to frighten and excite people whose nerves are disarranged by habit of living or general constitution.

Prevention of Explosions.
A device for the prevention of bursting and explosion of vessels containing inflammable liquids, introduced by the Snerold Engineering Company, Hampton Wick, Middlesex, consists of a wire gauze cylinder, called the mantle, which is fitted to the filling opening and reaches to the bottom of the tank, and a fusible plug fixed in the screwed cap of the opening. The mantle, which also acts as a strainer, is protected within by a perforated metal sheath, and where it is necessary to remove the mantle for the purpose of cleaning the tank it may be further protected by a similar outer sheath. The plug is fixed in the screwed cap with solder which melts at a low temperature. When the temperature inside the tank rises above a certain point the solder is softened and the plug expelled, thus relieving the internal pressure. Flame is prevented from entering the tank by the wire gauze, which acts on the principle of the Davy lamp. The wire gauze and the sheath are coated with a special alloy to prevent corrosion.

Electricity for Transport.
The multiplication of electric vehicles should be welcomed by every section of the industry. It is therefore an event of distinct importance that, following a period during which the petrol motor seemed to be destroying the trolley omnibus movement, there is just being completed for early public opening the 11-mile circular route of the City of Bradford, for which 30 "trackless trolley" cars have been built. Locally it is expected by the tramway department that the working results of this system will vindicate the theory of central station power as against the independent unit, and will demonstrate superiority not only in cost, but in general comfort and efficiency. Meanwhile South Shields and Southend are experimenting with battery omnibuses, so that before long data of great value should be available. The next 12 months promise to be of exceptional interest in testing the competitive methods of transport.

Nautical Training for London Boys.
The Education Committee of the London County Council have approved a proposal, submitted by the Elementary Education Sub-committee, for the establishment of a course of nautical instruction at the Rotherhithe higher-grade boys' school. The Higher Education Sub-committee recently considered the question of the provision by the County Council of facilities of training for the mercantile marine, as suggested by the Board of Education, and decided against establishing a special school for the purpose in view of the present unsatisfactory position in regard to continuity of employment for boys trained for the sea, but suggested that a nautical bias might be given to an elementary school. The elementary sub-committee proposed a three-years' course at the Rotherhithe school for boys between the ages of 12 and 13 whose parents desire a nautical training for them, and that grants not exceeding £10 a year be made towards the maintenance of these boys at the school between the ages of 14 the usual leaving age, and 15½, the minimum age at which boys usually go to sea.

NOTICE



NEW VICTOR RECORDS

THE LATEST.

SONGS.

DANCES.

SELECTIONS, etc.

INSPECTION INVITED.

EXCLUSIVE DISTRIBUTORS:

MOUTRIE'S.

GERMAN INTERESTS IN CHINA.

Industrial, Financial, and Shipping Policy.

For some considerable time past the "development of Germany's economic interests in China" has been becoming a new catchword of politics, says the Berlin correspondent of the *Times*. The subject was discussed at length in the secrecy of the Budget Committee, and there was hardly a speaker who did not refer to it in the Reichstag debate on the Foreign Office Estimates. The Reporter on the Estimates, Herr Bassermann, said that grave anxiety had been expressed that Germany was being out-paced in China by other European Powers and by Japan. Herr Spahn, who said that China was the greatest foreign market still open to competition, complained of the lack of interest in Germany and of the defects of organization due mainly to the concentration of financial resources in a small number of large banks. Herr Gothein and others told the same tale. The representatives of the Government said they must admit the defects of German financial organization, and the fact that, since industrial loans last autumn were thrown open to competition, valuable industrial concessions had been secured by foreign countries. They also indicated that Government support would be given to efforts which are being made to create a German industrial organization for China independent of the Deutsch-Asiatische Bank.

An Industrial Syndicate.
It is doubtful whether all the makers of speeches are much more clear about what they want in China than when they thunder about the opening up of Turkey and Germany's claim to a "place in the sun," there or in South America, or in other profitable parts of the world. The demand for a new "industrial" organization is, however, incessant, although there is considerable obscurity about the scheme actually contemplated. The movement is said to have originated, strangely enough, in certain Austrian successes in China, which were secured while the Financial Conference, from which Austria was excluded, was in full operation. The chief organizers seem to be the banking house of Schroeder at Hamburg, which is one of the most important German houses not included in the comprehensive syndicate known as the Deutsch-Asiatische Bank. The scheme is doubtless intended to comprise all the most important German industrial concerns, and there is some reason to suppose that it is desired to secure English co-operation. The theory that Germany and England are now natural partners in Chinese business is being systematically propagated. It is certainly held in high political quarters, as well as in financial and commercial circles, which have always maintained that the Six Powers group was a force kept up in the political interests

of the Powers which could not find money.

The Bourse Attitude.

Until more definite information is provided regarding the new scheme it will be well to bear in mind some facts of the present position in Germany. The public and Parliamentary complaints and the new industrial proposals are based nominally upon dissatisfaction with the Deutsch-Asiatische Bank. It is no doubt true that a close financial syndicate is not the best source of initiative, and is not likely to look eagerly for "new business," and to seize upon any opportunity that arises. At the recent general meeting of the bank it was admitted that proposals were made from time to time for the support of Chinese undertakings, such as coal-mining, iron production, construction of private railways, cement works and sugar factories, and so on; but the conditions in China, where the investors in such undertakings would have no guarantee, and the conditions imposed upon the German Bourses, make all such proposals unacceptable. Herr Daraburg, who is being much criticized for "frightening German capital away from China," put the matter very plainly in a letter to the *Berliner Tagblatt*. He showed that foreign industrial undertakings are seldom placed on the German market, because the risks to which company promoters are exposed by German law are too great; because new issues in Prussia are entirely under the control of the Government, which is guided mainly by the desire not to force upon the rate of interest, and because there is in these circumstances no public in Germany with an appetite for foreign shares. These are very important considerations, which are of some interest to foreign countries.

The Shipping Services.

One might illustrate the revival of German interests in China in various ways. It is not many years since proposals were constantly made to get rid of Kiauchau altogether. Now one finds nothing but articles and lectures insisting upon its importance and it is worth noting that the subject is especially popular in naval quarters. The most definite development, however, is the further improvement of the shipping services. The revision of the shipping subsidy agreements and the new working arrangements between the North-German Lloyd and the Hamburg-America Line mark a determined effort to strengthen the German position. Whereas at present there is a single subsidized fortnightly service of the North-German Lloyd, the Hamburg-America Line is opening in October its new monthly passenger and postal service with ships of a speed of 15 knots, and the North German Lloyd is continuing its fortnightly service, without subsidy, but under a new contract with the Government. The speed of the ships has to be increased from 14 to 14½ knots, and the company undertakes to give priority to German over foreign freights and to carry official passengers and official cargoes at 20 per cent. below the

Prepaid Advertisements
ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

TO LET.—Top flat Humphreys Buildings, Kowloon. Immediate occupation if desired. Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings

TO LET.—Queen's Building the South West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—No. 4, Clifton Gardens, 17 Conduit Road. Godown 88 Wanchai Road. Godown, No. 4 New Praya, Kennedy Town. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 29th August, 1914.

TO LET.—No. 7 Khutsford Terrace, Kowloon. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 29th August, 1914.

TO LET.

TO LET.—From 1st September 1914. In Canton, on Shameen Lot 55. The premises now in the occupation of the Bank of Taiwan, Limited. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

TO LET.—Ravenshill East, Park Road, containing 6 rooms, 3 bath rooms, servants' quarters, &c.—vacant 1st November. Apply DEACON, LOCKER, DEACON & HARSTON.

TO LET.—2 roomed Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Offices in No. 3, Queen's Buildings. Moderate rent. Apply to "S" c/o Hongkong Telegraph.

TO LET.—"LA HACIENDA E.", No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

N. LAZARUS



The Oldest Established Opticians in the Far East, with the most up-to-date Apparatus.



MANAGING PROPRIETOR

H. TOBIAS, F.I.O., F.S.M.C. (LOND.)

THE ONLY BRITISH QUALIFIED OPTICIAN IN HONGKONG.

TEL. 1292

1a D'AGUILAR STREET.

HONGKONG TURKISH BATH & TOILET CO., LTD.
OPENING DAY OCT. 1ST.
HOT. COLD. MEDICATED. TURKISH
AND
ELECTRIC BATHS OF EVERY DESCRIPTION
FOR LADIES AND GENTLEMENEXPERT MASSEURS,
EXPERIENCED BARBERS
AND HAIRDRESSERS.PERFECT SANITARY, HYGIENIC AND ANTISEPTIC
ARRANGEMENTS THROUGHOUT, UNDER THE
CONTROL OF A MEDICAL PRACTITIONER.THE PUBLIC IS REQUESTED TO CALL AND INSPECT
THESE BATHS.

QUEEN'S ROAD CENTRAL, HONGKONG.

SAILORS, SOLDIERS AND VOLUNTEERS
IN UNIFORM.PHOTOGRAPHED AT HALF PRICE.
UP TILL DEC. 15th, 1914.

AH FONG

PHOTOGRAPHER, 31, QUEEN'S ROAD.

ordinary rates. The main point of the agreement seems to be that, while the North-German Lloyd continues to secure the postal carrying trade, it obtains a greater freedom for the development and organization of its freight business than was possible under the agreement by which a fixed subsidy was paid, and the Government had full control of the service. It is argued that Government control has not proved a really valuable check upon freight rates for German exports, which have in practice to be adapted to international conditions. Germany attaches special importance to independent services to China because of political considerations, among which

direct communication with German warships and with Kiauchau is not forgotten; but, as has appeared in other directions lately, her policy in regard to the Far Eastern services is only part of a general policy of increasing by every possible means direct German trade with every important overseas market, and promoting trade upon the lines of absolute independence of foreign ports and foreign ships.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICES.

THE TOBACCO THAT KEEPS DRY IN THE
DAMPEST WEATHER.IT IS COOL
SMOKING AND
DOES NOT BITE
THE TONGUE\$1.00
per ¼-lb. tin

LANE, CRAWFORD & CO.

NEW STYLES IN

"WALK-OVER"
BOOTS and

SHOES

IN BLACK, BROWN AND
PATENT LEATHERS.

\$10.00 \$12.00 \$13.50 Per Pair.

SOLE AGENTS:

LANE, CRAWFORD & Co.

FORD CARS are now made in such large quantities to meet the ever-increasing demand, that it has been found possible to reduce the already extremely low prices for this famous Car. Local prices are now as follows:—

FORD 5 Seater Touring Car.....Mex. \$1,500

FORD 2 .. RunaboutMex. \$1,350

Call on us at any time suitable to yourself and arrange for a trial ride.

ALEX. ROSS & CO.,

Sole Agents,

Telephone 27

4, DES VŒUX ROAD CENTRAL.

MILKMAID STERILIZED
MEANS SAFETYNATURAL MILK
No MICROBES.

A fresh consignment of
Half-size Tins has now arrived.

Please apply to usual stores.

QUEEN'S DISPENSARY

IS THE DISPENSARY THAT IS ALWAYS

AT YOUR SERVICE.

31, Queen's
Road
CentralTelephone
Number
492.

PRICKLY HEAT POWDER.

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

Large Tin Cents 60.

CURE FOR

PRICKLY HEAT AND SUNBURN.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET AND HOUSEHOLD. Used in the Bath it promotes healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver and Plated Ware, etc.

WATSON'S CELEBRATED CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & Co., Ltd.

Hongkong Dispensary & Kowloon Dispensary.

NOTICE TO SUBSCRIBERS.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

The rates of subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$38 per annum.
Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscription for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamen, Canton, who have been appointed our agents there.

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

廣告刊登費與尋人啟事另議 大正四年九月二十二日

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, TUESDAY, SEPTEMBER 22, 1914.

THE SECOND BIG BATTLE.

The second great battle of the campaign, so far as it has gone, shows that the Allies have a difficult task in front of them. Little doubt need be entertained that they will be successful, but only at heavy cost alike to them and to the enemy. It looks, indeed, as though the Germans, in very desperation, have chosen to make this a deciding battle; not, to be sure, a battle that shall necessarily decide the war, but a battle which shall finally decide whether their advance upon Paris has utterly failed and they shall be fighting, during the remainder of the war, not on French territory with a view to threatening Paris but on German soil with a view to preventing the Allies from entering Berlin.

From a German point of view the change in the fortune of war has been remarkably swift. One week they were advancing upon Paris at a rate which would have been alarming had not British and French people had implicit confidence in the strategy of their commanders. The next they were being driven backward and were fighting desperately to prevent the Allied troops from sweeping into German territory and thrusting their way forward toward the German capital. It is little wonder that, in face of a change of fortune to them so unexpected and so amazing, they have re-formed in country excellently suited for defence and are making a desperate stand to recover part, at least, of what they have lost. To some extent the fate appears to be fighting for them at the moment. The positions which they occupy are strong, and the forcing of these positions is made more difficult by reason of bad weather. But these very difficulties, once they are overcome, should prove of future value to the Allies. The greater the task, the more it will nerve the Allies to further exertions in the future, and the more it will unnerve the Germans. If they can be trounced when everything is in their favour, the more readily will they be driven back when conditions are more equal.

It is just possible that there were those who believed that the last battle won by the Allies had as good as ended the war; but, if there were, a little reflection will show them how foolish it was to hang overmuch confidence upon one win. No commander enters a battle without first anticipating alike victory and defeat and making different dispositions accordingly. It is obvious that the German commander must have calculated on his troops being forced back, as the result of the recent big test, and that he must have secured and prepared a line upon which it would be possible for them to fall back and present another front to the enemy. But it is equally as obvious that neither leaders nor men can keep on falling back on lines of defence and maintain a stout heart all the while. That is why the present will probably be the most crucial battle of the war. If the Allies win, as we make no doubt they will, it will be the last considerable battle fought on French soil during this war. Will the Germans, who buoyantly hoped to sweep in upon Paris, fight equally well when their own capital is threatened? It is a moot point, which should be settled in the near future.

The Compradore.
"Over on Kowloon peninsula just now, the compradores, in many instances, are taking just about as little notice of the Government intimation as to overcharging as it is possible for them to do. Instead of adopting an equitable increase in the prices of foodstuffs, as many firms have done, they are said to charge as much as thirty and forty per cent. more than the original cost of certain goods and ten or twenty per cent. more than the increase allowed by the Government. One has not heard of a prosecution for this overcharging as yet, and since the Government has laid down a law the Government should certainly see that it is carried out."

A Hint.

"The fact that there have been no prosecutions does not go to prove that overcharging does not exist; on the contrary, it proves that no steps are being taken to see that the law is not transgressed. Could not some person be deputed to make occasional visits to these 'squeezers,' and by making purchases, as food and drug inspectors do, at least instil into the minds of the sinners a respect for the law? Thus a correspondent; but has he communicated with the Food Committee as they asked? If not, where is his grumble? He has only to send the name of one overcharging compradore, and they will see to his being caught at his tricks and punished."

Let it be Forgotten.

Merely as a gentle reminder and not as an attempt to teach other 'people their business,' we hazard the following suggestion: The new Police Court premises are proceeding apace and, from what one can see, of them at the moment they are to be very commodious and, externally, worthy of the Colony. But it is to be hoped that adequate provision will be made for the Press, and that that provision will not be out of the range of hearing as it is at the Law Courts. In the latter case there is this to be said, that practically all parts of the Courts are out of hearing range, and even counsel, sitting in front of the judge, have difficulty at times in catching the observations of his Lordship. The accommodation for the Press in the old courts was wholly inadequate, and anybody could come along and take seats at the tables meant for the exclusive use of solicitors and reporters. We have seen police constables, sergeants, and Chinese (not solicitors' clerks) taking chairs at the table and professional men with business in the Courts forced to sit in all manner of places. This, it is to be hoped will not obtain in the new building.

THE KAISER AT WORK.

Too Busy to be Disturbed by Popular Demonstrations.

Berlin, August 3.
The mobilisation is proceeding in complete calm. There are but few signs in Berlin that anything extraordinary is happening apart from the enormous concourse at the railway stations and the lack of taxis, about half of which have been requisitioned by the military authorities.

The patriotic demonstrations outside the Palace have now apparently come to an end.

An official communique issued to-day says that the strength and time of his Majesty are completely absorbed by the work imposed on him by the serious hour, and that it is not proper for this work to be disturbed by popular demonstration.

In consequence of the mobilisation the Kings of Bavaria, Saxony, and Wurtemberg have placed their armies, in accordance with the Imperial Constitution, under the leadership of the Emperor as the Supreme War Lord. The Grand Duke of Mecklenburg-Strelitz and the Duke of Brunswick are taking the field. Prince Eitel Friedrich is commanding the Second Regiment of the Infantry of the Guard.

The Russian Ambassador has had his passports handed to him.

DAY BY DAY.

THE BEST OF PROPHETS OF THE FUTURE IS THE PAST.—Byron.

The Weather.
Lower level 8 a.m. Temp. 80; rain.
At the Peak 8 a.m. Temp. 72; fog and rain.

The Mails.
Siberian Mail.—Closed per a.s. Luchow to-day at 3 p.m.
Canadian Mail.—Closed per a.s. Awa Maru to-day at 3 p.m.

Count the Columns.
Yesterday the Telegraph published 36 columns of solid reading matter. To-day there will be 35 published.

The Dollar.
The rate of the dollar on demand to-day is 1s.9.7.10d.

Prize Court.
There will be a sitting of the Prize Court to-morrow.

St. Andrew's Society.
The annual meeting of the Hongkong St. Andrew's Society will be held on Wednesday, September 30, in the City Hall, at 5.30 p.m.

A Famous Magician.
Readers are reminded that Professor Nicolas Lenz, the famous magician, and his Company appear to-morrow for the first time at the Bijou Theatre. Miss Dora Lenz also appears in English and Russian dances.

LOOKING AHEAD.

War and the Necessaries of Life.

The Manchester Guardian tells a story which will interest any Hongkong readers who know the Lancashire type. A woman of the Manchester class recently entered a Manchester grocer's shop, and gave a surprisingly large order. "I want a sack of flour, a side of bacon and a ham—a rest big 'un." Is explanation she added: "You seen, it's this way. We've missed our holiday, so 't' money'll be well spent at whom 't' their insides. Dun you think as 't' will last longer till a 'side of bacon'?" This is quite characteristic of the Lancashire mill-hand, who, for the sake of a weekly, monthly or yearly "bust up" will deny himself many of the necessities of life during that week, month or year in question. Those readers who have seen a North Country football crowd arrive in London to see "t' Cop" match and have watched the splendour with which they fling their money round, will support this statement; as will also those who have seen the clog and shawl lassies of the weekly blossom out into the latest fashions on the Sunday.

When it comes to improvidence among the working classes, London, Lancashire and the Southern counties run each other very close. The North Countryman has the reputation for being avaricious and "near"; but those who know him know that he spends a prodigious, when he is "out for it," as the Southerner or the Countryman, the only difference being that he usually has something to show for the expense. The Cockney workman will have a trip to Margate or Southend and will invent largely in beer, ice cream and fish of all sorts; "treat" anyone who comes near him, and, when the "beano" is over, will have no better memento of the holiday than a bad digestion.

The Southerner, on his periodical excursion to London or the nearest fair, is very much the same. The Northerner, however, before he starts to buy beer and accessories, likes to make himself smart. Nor is he content with the shoddy five-and-twenty shilling suit so universal in the South. He will have the best in point of quality. When he has rigged himself out well, then makes what happens to the money that he has left. He can always console himself with the reflection that his expensive self is going to be a rare asset when something is needed for the parishop.

NOTES ON THE CRISIS.

THE OUTRAGE AT RHEIMS.

An Act of Vandalism that will not be Forgotten.

The firing of the Germans on the Cathedral of Rheims is another blot on their reputation for being a people of culture. Louvain, Malines and Rheims have almost irretrievably blasted that reputation. To be sure, war is not child's play, nor is it a game to be played with kid gloves. But even in war there is expected, amongst civilised peoples, to be a limit to ruin wrought. It is expected to stop short of barbarity and of deliberate and wanton outrage. The sack of Louvain which, happily, has no parallel in modern warfare, sent a thrill of horror through every country in the world where civilisation has a hold. The work of the gunners at Rheims will quicken the sense of outrage. If the consciences of the German people can, on sober reflection, rise from a contemplation of recent doings without being seared with regret, then it is harder than had been thought possible in a people pretending to real culture.

A Revolting Act.

In every war there are bound to be individual acts which are regrettable. In the heat of battle men will do things which, on cold reflection, they must admit to being barbaric. When one gets beneath the skin of civilisation, many men come near to being dangerously primitive. But these acts on the part of Germans are not individual nor are they committed in the heat of the moment. The bombing of a cathedral, for instance, is not the act of one man but of many, carried out systematically to orders. Well may the French Government denounce the act to the world as "this revolting act of vandalism." Vandalism is the only word that can be employed in this connection. If anything were wanted to rouse the artistic French people to the highest pitch of indignation, these German troops have gone about it in the right way. The necessities of warfare force troops to do many things which are, perhaps, against their will, but there was neither purpose nor need for the destruction of Rheims cathedral. The world will neither forget nor forgive in a hurry.

A Little Reverse.

The fact that the German cruiser Emden has been able to get busy in the Bay of Bengal and to sink five out of six British ships is not the best of news. It is true that they are likely to be ships of no great tonnage—probably coasting steamers, for the most part—but the circumstance that a German war vessel is at large along British trade routes is not altogether comforting. But, after all, it would be easy to make too much of this little affair. The Allies cannot expect to have it entirely their own way either in the Far East or elsewhere, and it does not do to growl over a trifling reverse. And, now that the Emden has disclosed her whereabouts, she is fairly certain to be swiftly laid by the heels.

Patience Required.

The fact is that, at the moment, and as matters stand both in Europe and in other quarters, the British and French publics can only exercise patience. It would be absurd to imagine that the war will be ended after one or two defeats of the Germans. With all their losses, there are still plenty of Germans in the fighting line to put up a stiff struggle for quite a time to come. It is clear that General Joffre realised from the start that his task was one extending over a considerable period of time, and he had not showed such magnificent strategy in retreating from Belgium to the heart of France. He laid his plans with an eye to the future, knowing that he had a long and difficult task to face. It is for the public to support him, as the public can, by showing all confidence in the allied armies under his command. The men, for he alone, no doubt, did not frame, and did not carry out the plan of campaign who so patiently carried out the brilliant piece of strategy preceding the last big battle may be trusted to see things through this time.

MEN RALLYING TO THE COLOURS.

Enormous Crowds Besiege Recruiting Offices.

August 5.

The rush to the colours by prospective recruits began at an early hour yesterday, and the Central Recruiting Office in Great Scotland Yard was besieged by youths and men anxious to give active service to their country in the present crisis. They filled all the available waiting rooms in the office, and the staff was taxed to the utmost in dealing with the applications. Nothing of the sort has been seen since the time of the Boer War, and there was every indication that the present recruiting will be far in advance of what happened then.

Most of the applicants were little more than youths, but their average physical fitness and character were reported to be very good. Apart from those who were definitely prepared to join the colours right away there were many applicants anxious to know whether they were qualified to enlist and the conditions under which they would be expected to serve. Although it was explained in a large number of cases that their attachment to the particular regiments with which they desired to serve might not be possible, there seemed little disposition to withdraw on that account.

From one end to the other Whitehall was thronged with people yesterday, the gatherings outside the War Office and Downing-street being exceptionally large. Crowds assembled outside various barracks in London, and the movements of the military were watched with intense interest. One of the most noticeable things was the manner in which the crowd outside the Wellington Barracks saluted the Guards' colours. There was considerable activity also at the various headquarters of the Territorial battalions, and large crowds outside watched the volunteer army assemble. The 6th Field Ambulance Brigade marched past near Buckingham Palace in full marching order, with waggon and water carts and a large number of people lined the streets on each side and cheered them as they went by.

PRECAUTIONS IN AUSTRALIA.

Thorough Measures.

There is no reason for alarm in Australia so long as the British fleet is undefeated. Very complete steps are being taken by the Minister for Defence as a matter of common prudence, says the Sydney Morning Herald. It would be criminal negligence at a time like this to neglect any measure that would possibly be of use. Accordingly, cable stations are being protected, guards placed at wireless stations, forts properly manned, and in all probability the fleet will shortly be placed under the control of the Admiralty, since the British naval authorities are necessarily possessed of information and plans compiled by the many branches of the great war-staff which exists at Whitehall.

Whilst it is naturally impossible to disclose detailed information of the steps taken by the Defence Department, the public may rest perfectly assured that such precautionary measures as are known to have been taken are surprisingly thorough and complete. From to-day all vessels entering certain ports in the Commonwealth will be examined by a special staff. The port of Sydney will henceforth be closed at night.

If the British Government should require assistance in the form of military help, it is probable that there would not be the slightest hesitation in equipping and despatching an expeditionary force. Of course the number of troops it would be necessary to send away would be limited by the strategic requirements of Australia. But it may be taken for granted that all Australian public men are united in a determination to give the mother country every possible support that can be tendered at the present moment.

THE DEATH-DEALERS.

How the Belligerents Are Armed.

Everyone knows that there have been many changes and vast improvements in death-dealing weapons since first-class European Powers were last in conflict with one another. The Snider and Martini-Henry in their day were fine weapons, but the modern magazine rifle is, of course, vastly superior. Experts differ as to the efficacy of the various patterns, and it is interesting to note how five of the countries at present at war are equipped.

Austria.

The weapon of the Austro-Hungarian infantry is the Mannlicher magazine rifle, model 95, calibre .315. The cavalry carries the Mannlicher carbine, which carries the same ammunition as the rifle.

The field-gun fires a shrapnel of 14lb. The field howitzer batteries are armed with a 10.5 c.m. piece weighing 10cwt, and firing a 30lb shell. The mountain gun is the 7 c.m. malleable bronze gun weighing 257lb, shell 10½ or 10½lb, and a 10 c.m. mountain howitzer has either been introduced, or will be in the near future. All batteries have four guns in peace; in war, field-guns and howitzer batteries, 6 guns; mountain batteries, 4.

France.

The arm of the French infantry is the Lebel magazine rifle, calibre .315. The cavalry carries the Lebel carbine.

The present French field-gun is the 7.5 c.m. (2.95m) quick-firing shielded gun, model '97. The howitzer batteries are armed with 12 c.m. (4m) or 15.5 c.m. (6.2m) pieces.

Germany.

The German infantry is armed with the Mauser magazine rifle, model 188, calibre .311, and the cavalry has the Mauser magazine carbine. All classes of cavalry carry the lance.

The field and horse artillery are armed with a Krupp gun (firing a 15lb shell) of 1898, but the carriage is of more modern date. The light field howitzer is a 30-pounder, and the heavy howitzer a 84 pounder.

Russia.

The Russian infantry is armed with the "3-line" rifle, model 1891. It is a magazine arm with a calibre of .296in, muzzle velocity 2,035 f.s., sighted to 3,000 paces. The magazine holds five cartridges. The cavalry and Cossacks have a similar rifle 2½in shorter in the barrel, but taking the same cartridge.

The Russian artillery is armed with a quickfiring shielded gun, model 1902, firing a shell of 13½lb, with a muzzle velocity of 1950 f.s.

Servia.

The Servian infantry carries the Mauser rifle model '99, calibre 7 m.m. The field-gun is a quick-firer on the Schneider-Canet system.

Highway Robbery at Singapore.

A most daring instance of highway robbery in broad daylight happened at Tanjong Katong yesterday afternoon, says the Straits Times of the 11th. A European lady residing at the Seaview Hotel was proceeding from the hotel in a ricksha along the Tanjong Katong road to join the tramway when, near by the small Malay school-house, seven Chinese sprang upon the ricksha, closing round it. One man held a knife to the lady's throat while the gang proceeded to relieve her of a necklace, rings and a gold wristlet watch valued at about \$500. She was slightly cut on the hand. Having secured what they evidently were seeking, the gang decamped. The lady returned to the hotel and the incident was reported to the police who were soon on the scene and are now conducting enquiries. There is evidently a dangerous gang at work in this district. Other persons have reported being molested. The incidents should serve to warn people residing in the outer districts that there is some danger to be apprehended from ruffians of this type and that it is well not to invite similar treatment by any outward display of valuables. Articles of value are better deposited in a bank than displayed in houses where they merely invite the attentions of robbers.

JOTTINGS BY THE WAY.

According to a Japanese consular report, the article most in demand in Hongkong is beer. It is good to have official confirmation of a point about which we had been in some doubt.

General White has written an article for a Home paper, headed: "The Art of Calling Names." It is only fair to assume that he is well up in his subject, of course; but if he failed to consult the London "bus driver" and the Flower Street coolie, before finally committing himself to paper, he was neglecting two of the highest authorities in the world.

The *Daily News and Leader* has been letting itself go in pen-pictures again. Its latest is that "anxious women with drawn faces" stood awaiting news. Query: did our contemporary mean "painted" faces?

"New" water supply for Paisley says a headline in a recent Home paper. What do they want with water there, any way? We always understood that the Paisleyites drank "the morries" undiluted.

[A Scotch gentleman whom we have just consulted observes that only Paisley would dream of considering its one teetotal inhabitant to this extent.]

Says the *Manchester Guardian*: "The moratorium is not obligatory. Those who wish to meet their bills may." We hear that some of the Hongkong tradesmen have made special arrangements for police protection for their premises in the event of there being a stampede of debtors all boiling over with eagerness to meet their bills.

Saturday's *Telegraph* had a paragraph dealing with "Dickens' insane cart-horse." If Dickens had lived to see the lion and unicorn that are painted on the notice-board at Bay View police station he would have thought the cart-horse sane enough—by comparison.

"Free salvation for all by the spirit of Revelation in Zion's works," Vols. LXVI (with catalogue) in Free Libraries. So runs an advertisement in a Home paper's agony column. Mr. Zion—the advertisement omits to put his initials—must be a wonderfully prolific writer. Authors of the *Es Quenz*, *Garvies* and *Oppenheim* breed will have to look to their laurels. Our friend Zion may out-total them yet.

One of the gloomiest by-products of the war is the fact that it has given some few thousand newspaper men an opportunity to drag Armageddon in again. We had been hoping that the word was lost.

The Kowloon—Canton railway must be doing well. The other day a man, turned thirty and weighing some two hundred pounds, went to book his fare at Hung Hom for Shatin and the clerk handed him out a child's ticket.

Smart Work by the Montenegrins.

Harbin, Sept. 13.

Three columns of Montenegrins under General Wukotich the Montenegrin Minister of War, after fierce fighting have occupied important positions on Austrian territory southward of Sarajevo. The Montenegrins have dislodged the Austrians from all the region between Foch and Reaspritch. After the retreat from Foch the Austrians fortified themselves on the left bank of the river Drina and cannonaded the right bank, but their artillery was silenced.

Germany's Call for Volunteers. It is reported that there is an insufficiency of equipment for the German Landsturm, for which volunteers over forty-five years of age are being taken. A call for volunteers has been announced in Berlin.

Amongst the Germans occupying Belgium are youths of fifteen and sixteen years of age.

The presence of German troops has been discovered in the vicinity of Gorodok.

The German Crown Prince has been appointed Commander-in-Chief in East-Prussia.

UNMUZZLED DOG.

Solicitor Says Police Action was Overbearing.

This morning at the Police Court, before Mr. J. R. Wood, H. Wilkinson, of 82 The Peak, was summoned for allowing his dog abroad without a muzzle.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, said that a summons had been served at "The Falls," The Peak, addressed to H. Wilkinson, charging him with allowing a dog to be in Mount Kallet Road on September 10 without a muzzle. There was no H. Wilkinson living at "The Falls," but he took it that the summons was meant to be addressed to his partner, who at the present time was in Canada. There was a chow dog there and, during the time that his partner was here, he, Mr. Grist, had frequently seen the dog muzzled. From the time he went to Canada until his niece, Miss Wilkinson, arrived in Hongkong about a fortnight ago, the premises were looked after by the Chinese servants. When Miss Wilkinson arrived here, the dog was not muzzled and had not been since, her attention not having been called to the matter. There was no doubt that an offence had been committed, but he did protest most strongly against the police not having called the attention of the occupier of "The Falls" to the fact that the dog was straying without a muzzle, but instead, having issued a summons forthwith. So many of these things were not wilful; nine times out of ten when people happened to have their dog without a muzzle it was an accident of the moment. If the occupier's attention had been called to it, it would have been put right immediately. A telephone message to him or the occupier would have put the matter right without trouble at all.

His Worship:—I am not sure that I really agree with your remarks. The police would have their work out only if they had to warn everybody.

Mr. Grist:—It would be very much less work. It would minimise their work a good deal.

Mr. Wood:—It is important to the public that the dogs be muzzled. People are more likely to be careful about it, if they know the penalty will be enforced.

Mr. Grist:—I was walking round the Colony on Saturday and I saw twenty dogs without muzzles before I came to one that had one. I say the action of the police was an overbearing one.

Mr. Wood:—What about the present summons?

Mr. Grist:—Well the summons has come to the knowledge of the owner of the dog. Now the dog, I take it, is probably more or less under my or my deputy's control.

Mr. Wood:—Will you pay the usual fine?

Mr. Grist:—Certainly, on the understanding that no other summons is issued in connection with the same offence.

A fine of \$5 was imposed.

The Capture of Semlin.

Harbin, Sept. 13.

After a sanguinary battle the Servians on September 10 occupied Semlin.

The Servians' operations are developing with the utmost success. A stubborn and courageous attack by infantry and accurate artillery fire caused the comparatively quick occupation of Semlin.

Only the Serbian population remained in Semlin. The authorities appealed to the population to continue their peaceful labours and obey Serbian laws. They guaranteed entire freedom of the people and inviolability of private property.

There were great rejoicings in Belgrade at the capture of Semlin.

The Coming Struggle in East-Prussia.

Harbin, Sept. 13.

Suspension of passenger traffic in Germany is expected between September 12 and September 20 owing to the intended transportation of troops to the eastern front, to which theatre of war the Landwehr are now being transported.

SANITARY BOARD.

The Pollution of Lands and Streets.

The following minute of the President of the Sanitary Board (Mr. D. W. Tratman) in reference to a motion of Mr. P. W. Goldring regarding the inspection of private lanes, was presented at the meeting of the Board held this afternoon.

"I have held up this matter because the Colony can not be considered to be in a normal condition at present, and any observations the Committee might make would be liable to be misleading. I think the matter might come up for consideration again in November. I wish, however, to place on record the fact that I consider that there are two different sources of the pollution of our lanes and private streets. (1), domestic; (2), commercial.

"By (1), I mean the abominable habit of throwing kitchen refuse, and worse out of the nearest window. This, I consider, requires stringent measures for its repression.

"By (2), I mean the habit of carrying on trades in private lanes and streets e.g. bag-making, rattan splitting and pea-nut picking, etc. I think it not unlikely that nearly all the worst cases of this kind could be dealt with by getting the firms themselves to employ one or two boys to keep the drain inlets clean, and swept up after the day's work is done. This arrangement is already working in some places e.g. the fruit hawkers at Kau U Fong and the vegetable hawkers in Second Street.

The rat returns for the week ending September 12, are:—In Victoria 1,417 rats caught; 3 infected. Kowloon.—256 rats caught, none infected. Total rats caught 1,673; total infected, 3.

HONGKONG'S TURKISH BATHS.

A Strong Public Want Provided.

It is good news for Hongkong that Turkish baths are to be opened, in a fine central situation, on the 1st of October. An advertisement regarding these baths appears to-day on page 3 and is worth attention. The need for such baths has long been felt in Hongkong and the promoters of the new scheme are to be congratulated on having performed a useful public service in providing these necessary adjuncts to good health in any climate. It is true, of course, as we have heard it said, that the climate in Hongkong is in itself akin to a Turkish bath, and because it is true there is the more need for these baths.

The point is that in a climate such as ours, where the pores of the body are overworked day after day during a great part of the year there is more need than there is even at home for these pores to be kept always in perfect condition by the attention of masseurs who know their business.

That is what the Turkish Bath and Toilet Co., Ltd., offers to the public—an opportunity of keeping in better health than has ever before been afforded in Hongkong—and the fact that the baths are under the control of a medical man shows that this was the first purpose animating the company.

When the Battle was Thickest.

London, Aug. 31.

The narratives of the blue-jackets who have returned to Harwich show that the fighting occurred so near Heligoland that the Forts on the Island took part. The Germans put up a good fight. The crew of one of the British torpedo boats saw a German cruiser sink a mass of flames, but they could not say whether it was due to an explosion, because the fighting at the time was very fierce. The destruction wrought aboard the German ships was appalling. The steelwork was battered and twisted and the condition of the crews is best left to the imagination. The appearance of the destroyer *Liberty* shows the ordeal to which she was subjected. She has a gaping hole in her forward funnel, and the bridge is practically destroyed. The deck fittings have vanished.

DAIRY FARM NEWS.
NOTICE.

We beg to notify our customers that on and after 14th inst. our amended prices (as approved by the Food Committee) will come into force.

All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., Ltd.

SEPTEMBER, 1914.

THE LAW OF THE SEA.

Rights of Passengers.

The fact that the German authorities have stopped the sailing of the *Imperator* and *Vaterland*, which in the ordinary course would have called at Southampton on their way to America, calls attention, says the *Times*, to the position in which the merchant shipping of belligerents would be placed, whether engaged in cargo or passenger trade. It is still generally recognized as a sound principle of international law that an enemy's vessel is liable to capture, either in territorial waters or on the high seas. It has been pointed out by a learned writer on the subject that in face of the results maritime capture has produced it is idle to pretend that it is not among the most formidable of belligerent weapons; one cogent reason being that by rendering sailors prisoners of war it raps the offensive maritime strength of the belligerent to which the vessel belongs. It has been said that this principle has been weakened in modern times. In 1865 Italy adopted a marine code by which the capture of mercantile vessels of a hostile nation by Italian vessels of war was forbidden in all cases where reciprocity was observed, and a similar course was followed by Austria and Prussia in 1866. In 1870 Prussia exempted French vessels from capture without insisting on reciprocity. But special reasons may be assigned for the departure from old methods in these instances, an important consideration being the comparative maritime weakness of the Powers concerned at that time. When we come to more recent times, we find that Count Caprivi, Chancellor of the German Empire, in 1892 pointed out that the changes which had come about in the methods of conducting a maritime war did not tend to favour the protection of private property at sea. He said in substance that not naval battles but either invasion or the destruction of the enemy's commerce would in future bring a war to an end. Invasion was often impracticable, and thus the destruction of trade was the one and only method to attain the object of the belligerent Power. Assuming a state of war to exist between England and Germany, there can be little doubt that it would be considered necessary to strike at the merchant shipping of the enemy; but apart from the risk of actual capture the problems of insurance call for consideration. Marine insurance is nowadays of an international character; and it is significant that English underwriters deposited some time ago at the Chamber of Commerce in Hamburg an undertaking in writing to fulfil their obligations to German creditors at the due date, war or no war. Such an undertaking could not be enforced at law in the Courts of either country either during or at the conclusion of war, at any date in respect of losses occurring while war was in progress. The Courts do not recognize an alien enemy as having any locus standi whatever. Thus if, for example, war were to break out between England and Germany while a German vessel was on a

voyage to America, and the vessel was lost through a peril of the sea, the owners would have no remedy against English underwriters who had insured her.

While, however, the enemy's vessels are liable to capture, and goods on board to confiscation, it is generally recognized that destruction is to be avoided wherever possible. Passengers on an enemy's ship would be liable to be disembarked at the earliest opportunity, and they would have no remedy in contract or tort; but they would run little risk of more serious consequences, since it is almost unthinkable that a passenger vessel would resist capture by a man-of-war. Still, it must not be forgotten that a vessel seeking to evade capture would be liable to be fired upon and possibly sunk; and the mere fact that a state of war exists is sufficient to deter the majority of people from venturing on a voyage where there is any substantial risk of falling in with an enemy's man-of-war; and if compelled to cross the sea where there was such a risk they would probably prefer to go in the vessel of a neutral Power.

Appeal Dismissed.

Mr. Justice Sercombe Smith has, at Penang, disposed of the appeal of Noordin, an ex-detentive police constable, who was convicted and sentenced by Mr. W. C. Mitchell to one year's rigorous imprisonment on a charge of receiving an illegal gratification of \$40. His Lordship dismissed the appeal but reduced the sentence to nine months rigorous imprisonment.

TO-DAY'S ADVERTISEMENTS.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"ATSUTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, to-day.

Goods not cleared by the 28th September, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 21st September, 1914.

CONSIGNEES

SS. "DEIKE RICKMERS."

From Hamburg and Antwerp.

Consignees are informed that their Goods have been landed in Shanghai at the Eastern Wharf. No Fire Insurance has been effected.

FRED. BORNEMANN & Co.

Agents.

Hongkong, 22nd September, 1914.

MACKINTOSH
& CO. LTD.
Telephone No. 29.

MEN'S WEAR SPECIALISTS.

HIGH GRADE
PYJAMA SUITS

SKILFULLY CUT AND
CAREFULLY MADE
IN EVERY DETAIL.

16 DES VŒUX ROAD 16
(Next Door To Thos Cook & Son)

WM. POWELL, LTD.

TELEPHONE 346
GRAND ASSORTMENT
OF

LADIES' SHOES

IN
BLACK, BROWN, WHITE

AND
FANCY

FOR DAY WEAR

Wm. POWELL, Ltd.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO

HIGH CLASS INSTRUMENT

AT THE
PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD.

TEL. 1322

CANDE, PRICE & CO., LTD.

"King George IV"
Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED
EDINBURGH.

SOLE AGENTS.

SHIPPING

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong

All ships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGUE," Intermediate service, via Canadian Atlantic port £45, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car; across Canada. These, if required, will be furnished for £3 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blakes Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 31, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	18th Sept.	22nd Sept.
CHANGSHA	18th Oct.	24th Oct.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.
Telephone No. 98.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Kashima Maru Capt. Yagi T. 20,000 Mishima Maru Capt. Wada T. 16,000	{WEDNES., 23rd Sept., at 10 a.m. {WEDNES., 7th Oct. at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.	Awa Maru Capt. T. Hori T. 12,500 Shidzuoka Maru Capt. Deguchi T. 12,500	{TUES., 22nd Sept., at 4 p.m. {TUES., 6th Oct. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Tango Maru Capt. Sekine T. 13,500 Nikko Maru Capt. Takeda T. 9,300	{TUES., 29th Sept., a.m. {WEDNES., 19th Oct.
CALCUTTA via Spore, Penang & Rangoon.	Kawachi Maru Capt. T. 12,500	{THURSDAY, 24th Sept.
BOMBAY via Singapore and Colombo.	Rangoon Maru Capt. Nomura T. 12,500	{WEDNESDAY, 23rd Sept.
NAGASAKI, Kobe & Yokohama.	Nikko Maru Capt. Takeda T. 9,600	{SATUR., 26th Sept., at noon.
SHANGHAI and Kobe.	Atsuta Maru Capt. Irizawa T. 16,000	{TUES., 22nd Sept., at noon.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$122	\$108	\$95
2nd class.....	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Callings ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PAKHOI & H'PHONG	Sungkiang	23rd Sept. at 10 a.m.
WWEI & TIENSIN	Huichow	29th Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	29th Sept. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaoching," and the S.S. "Liangchow," "Luchow" and "Yingchow," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 22nd Sept., 1914.

Agents.

RUSSIAN VOLUNTEER FLEET.

Captain D. A. Lukhmanoff,

Agent for

Hongkong, South China, Indo-China and Philippines Islands
Office:—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.

P. O. Box 472.

Capt. D. A. LUKHMANOFF.

Agent.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjiluwong	—	—	JAPAN	2nd half Sept.
Tjilmanock	—	—	JAVA	2nd half Sept.
Tjilatjap	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjikembang	JAVA	1st half Oct.	SHAI	1st half Oct.
Tjitaroem	SHAI	1st half Oct.	JAVA	1st half Oct.
Tjipanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tjimahi	JAVA	2nd half Oct.	SHAI	2nd half Oct.
Tjibodas	JAVA	2nd half Oct.	JAPAN	2nd half Oct.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Shinyo Maru	22,000	21 knots From N'ea, Tues., 6th Oct.
Chiyo Maru	22,000	21 knots " H'kong, Tues., 20th Oct.

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.

"Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OCALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Tues., 6th October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	—	30th Sept., 10 a.m.
Eastern	—	9th Oct., "
Aldenhay	3rd Oct.	30th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 22nd Sept. at 11 a.m.
Haiching	W. O. Passmore	FRI., 25th Sept. at 1 p.m.
Haiyang	A. E. Hodgins	TUES., 29th Sept. at 1 p.m.

FOR SWATOW.

Haimun.....[A. H. Stewart...] THURS., 24th Sept. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

LOG BOOK.

Japanese Ships Busy.

The withdrawal of a large number of steamers from the Pacific trade at a time when the season had just set in has resulted in a lack of sufficient transportation and Japanese vessels are preparing to take advantage of the freight offering. The Aki Maru, which left Japan for San Francisco on August 26 was full to the hatches and it is expected that other steamers following her will be similarly loaded.

Warship Building on the Tyne.

Mr. J. R. Ferret, the chief naval architect of Sir W. G. Armstrong, Whitworth, and Co., has given an account at Newcastle of the origin and development of the warship-building section of the firm. He stated that about 1807 the company, which previously had been occupied almost entirely with the construction of guns and their appurtenances, including explosives, decided to take up the building of war vessels, and accordingly arranged with the late Mr. Charles Mitchell to build such vessels at his Walker shipyard, Sir William White, who from 1883 to 1885 was in charge of the shipbuilding department, organized the Elswick yard solely for the construction of warships, and the Walker yard, which had been taken over by the Armstrong Company in 1882, was left to deal with vessels other than warships. It was then that the firm really earnestly and vigorously entered on the designing and construction of warships, and they have since never been without an order for one or more of such vessels. Indeed, on one or two occasions their resources have been rather severely taxed, as, for instance, in 1890, when they had in various stages of completion no fewer than 20 warships of different classes, 15 at Elswick and five at Walker, with an aggregate displacement of 98,000 tons. At the present time they had in hand 10 war vessels of a total displacement of 158,870 tons, including five Dreadnoughts, two coast defence ironclads, two scouts, and one armoured gunboat. Their total warship output since 1884 amounted to 141 vessels, with a displacement of 619,970 tons and a horse-power of 1,221,637. Their new Armstrong yard, where they had begun the building of the Dreadnought Malaya and an armoured of over 30,000 tons for a foreign Navy, contains a fine building berths, the largest of which will take any class of vessel up to 1,000ft. in length and almost any beam. The smallest berth will take a vessel up to 500ft. in length. Three of these berths have been specially constructed and strengthened by ferro-concrete piling and foundations for the building of the largest and heaviest war or mercantile vessels yet contemplated. Turo is a river frontage nearly a mile in length. The yard is, or rather will be, equipped with all the latest and most improved machinery, and has been brought as thoroughly up to date as money and mechanical appliances will allow. Provided the supply of labour and material were available they could undertake to construct at it over 200,000 tons of shipbuilding work simultaneously.

Waterway Between Leipzig and Berlin.

A scheme has been proposed for the construction of a canal suitable for barges of 600 tons to put Leipzig in communication with Berlin. The total length would be 133km., apart from a portion in which the Elbe would be utilized. Starting in the North of Leipzig, where a river harbour would be created, the canal would pass through Eilenburg, and join the Mulde river by means of a lock. This stream would be followed for a distance of about 8km.; and the next section, 27km. long, would run parallel to the Eilenburg-Torgau railway. From Torgau the course would be along the Elbe as far as the mouth of the Black Elster, whence the canal would finally reach the Havel at Potsdam by way of Juesburg and Luckenwalde. It is calculated that 11 locks would be required.

For a good solid meal a la Carte or Table d'Hotel with Wines & Liquors of the Best

—ALEXANDRA CAFE

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	Fri.	25th Sept.	On
S'PORE, Pang & C'outta...	Choysang	Sat.	26th Sept.	at 3 p.m.
S'PORE, Pang & C'outta...	Foohsing	Sat.	26th Sept.	at 3 p.m.
MANILA	Loongsang	Sat.	26th Sept.	at 3 p.m.
SHANGHAI	Taksang	Wed.	30th Sept.	at noon
SANDAKAN	Chunsang	Sat.	3rd Oct.	at noon
S'PORE & Sourabaya	Fausang	Sat.	3rd Oct.	at 3 p.m.
MANILA	Yuensang	Sat.	3rd Oct.	at 3 p.m.
S'PORE, Pang & C'outta...	Kutsang	Wed.	7th Oct.	at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, Dalny, Weihaiwei, Tsingtau.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

Trans-Pacific "Shire" & "Glen" Joint Service.

VTORIA, V'VER, ST'LE,
TACOMA & PLAND...

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
 For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.
 For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS. FORGEMASTERS, BRASS & IRON FOUNDERS. CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

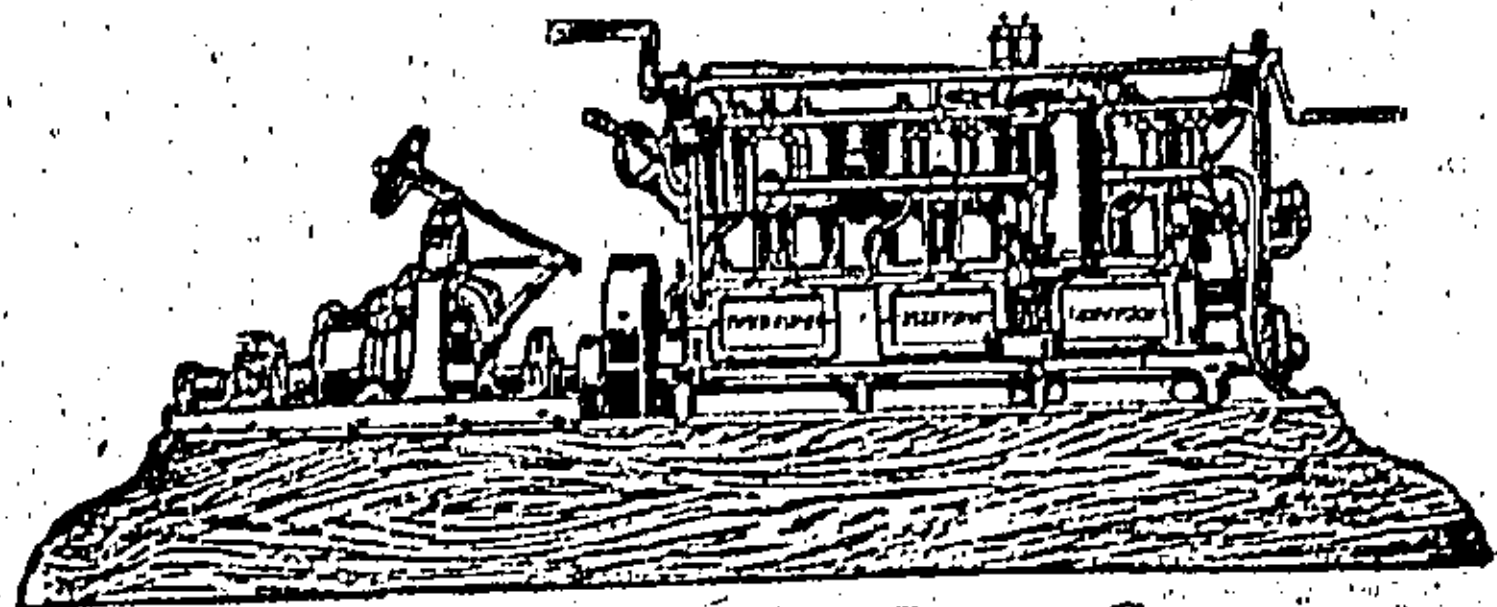
AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports London, via Usual Ports of Call	Kashima M.	N. Y. K.	23, Sept.
London, Amsterdam & Antwerp	Salsette	P. & O.	26, Sept.
Marseilles via Saigon, S'pore, Colombo, Port Said	Troilus	B. & S.	28, Sept.
London & A'werp via S'pore etc.	Polynesian	M. M.	29, Sept.
	Namur	P. & O.	14, Oct.

NEW YORK, SAN FRANCISCO AND CANADA.

New York	Ghazee	D. & Co.	28, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	30, Sept.
Victoria, Vancouver, Seattle, Tacoma & Portland	Cardigan-shire	J. M. Co.	30, Sept.
Via B.C. T'ma via K'lung, Japan	Chicago M.	O. S. K.	1, Oct.
V'toria, Seattle, Tacoma etc.	Qalcohas	B. & S.	1, Oct.
San F'cisco via S'hai & Co.	Shinyo M.	T. K. K.	6, Oct.
South America via usual ports	Seiyo M.	T. K. K.	6, Oct.
San F'cisco via S'hai & Japan & Co.	P. M. Co.	P. M. Co.	6, Oct.
Victoria, B.C. & S'hai etc.	Yokohama M.	N. Y. K.	8, Oct.
V'toria, B.C. & T'ma via S'hai & Co.	Chunsang	O. S. K.	14, Oct.
V'toria & Tacoma via K'lung, etc.	Canada M.	O. S. K.	14, Oct.
San F'co via S'hai & Japan & Co.	Chiyo M.	T. K. K.	20, Oct.
San F'co via Manila & Japan & Co.	China	P. M. Co.	27, Oct.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, No.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	29, Sept.
Australian Ports via Manila	St. Albans	G. L. Co.	30, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Pakhoi & Haiphong	Sungkiang	B. & S.	23, Sept.
Shanghai	Oriental	P. & O.	24, Sept.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	25, Sept.
Singapore, Penang & Calcutta	Foohsing	J. M. Co.	26, Sept.
Shanghai	Oriental	P. & O.	26, Sept.
Swatow, Amoy & Foochow	Haiyang	D. L. Co.	29, Sept.
Bombay via S'pore etc.	Shinohiku M.	N. Y. K.	30, Sept.
Singapore and Sourabaya	Fausang	J. M. Co.	3, Oct.
Sandakan	Chunsang	J. M. Co.	3, Oct.
Singapore, Mauritius and South	Salamis	B. L. L.	25, Oct.
African Ports	Haiyang	D. L. Co.	Q. desp.
Swatow, Amoy & Foochow	Tijmah	J. C. J. L.	2, half O.
Batavia, Cheribon, Samarang, etc.	Tijlslap	J. C. J. L.	2, half S.
Japan	Tijlslap	J. C. J. L.	2, half S.
Shanghai	Tijlslap	J. C. J. L.	Q. desp.
Shanghai	Tijlslap	J. C. J. L.	Q. desp.
Shanghai	Tijlslap	J. C. J. L.	Q. desp.

TO SAIL

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For NEW YORK

The s.s. "GHAZEE"

sailing on or about the 23th September

For Freight and further information apply to—

DODWELL & CO., LTD.

Hongkong, 10th September, 1914.

Agents.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessel.
Europe	Kashima Maru
Sourabaya	Tijmanook
Haiphong	Sunkiang

AMERICAN MAIL.

The P. M. s.s. KOREA carrying the mails from the United States is scheduled to arrive at this port on Monday, Sept. 28.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, HOATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The Barber Line s.s. CHALISTER left New York for Hongkong via Panama Canal on the 1st Sept. and is due here on or about the 20th Oct.

The s.s. CITY OF BRISTOL left New York on Monday the 10th ult. and is due here on or about Friday, 24th instant.

The Barber Line s.s. MIDDLEHAM CASTLE passed Singapore yesterday and is therefore expected to arrive here on Saturday the 26th inst. at daylight.

SIR JOHN JELlicoe.

A Distinguished Career in the Service.

Sir John Rushworth Jellicoe has had an active and most distinguished career in the Navy, says the *Daily Telegraph*. He saw war service in 1900, when as captain he commanded the Naval Brigade, and acted as Chief Staff Officer in the expedition which went to the relief of the Legations at Peking. During the advance he was severely wounded in the fighting with the Boxer insurgents.

In 1905 he took up the post of Director of Naval Ordnance and Torpedoes, and he proved himself a highly efficient administrator. The armoured cruiser Drake under his command ten years ago became one of the best shooting ships in the Navy.

Few officers have, in fact, done more than Admiral Jellicoe for the improvement of guns and gunnery in the Senior Service. He has commanded the Atlantic Fleet, and was in command of the Second Division of the Home Fleet when he took up the post of Second Sea Lord at the Admiralty last year.

A man of calm and courageous nature, he once performed a gallant act of rescue at sea. He was one of the survivors of Sir George Tryon's flagship Victoria, which was sunk with great loss of life after being in collision with the Camperdown off Tripoli in 1893.

VESSELS IN PORT.

Steamers.

Kwangu, Br. s.s. 1,223, G. J. Spink, 31st Aug.—Saigon, 24th Aug. Rice—Chinese.	Drufar, Norw. s.s. 1,102, Jonson, 1st inst.—Bangkok, 25th ult., Rice—Chinese.	Kiria Maru, Jap. s.s. 2,358, B. Teuda, 2nd inst.—Singapore, 27th ult., Gen.—N. Y. K.	Kentucky, Br. s.s. 4,278, A. Lee, 17th Aug.—Singapore, 11th Aug., Gen.—S. T. & Co.	Yorimo Maru, Jap. s.s. Somokawa, 21st Aug.—Java, 11th Aug. Sugar—O. K.	Skerries, Br. s.s. 2,790, J. W. Angus, 26th Aug.—Wusung, Gen.—D. & Co.	Swanley, Br. s.s. 2,908, Steele, 27th Aug.—Wusung, 22nd Aug. Coal—O. K.	Hangchow, Br. s.s. 999, Wake, 30th Aug.—Saigon, 25th Aug., Rice—D. & Co.	Inaba Maru, Jap. s.s. 3,837, S. Tom'naga, 3rd inst.—Nagasaki, 30th ult., Gen.—N. Y. K.	St. Albans, Br. s.s. 2,538, Baikle, 3rd inst.—Melbourne, 18th July, Gen.—G. L. & Co.	Hong Br., Br. s.s. 2,053, L. V. V. Egdorn, 4th inst.—Singapore, 29th ult., Gen.—Chinese.	Laertes, Br. s.s. 1,310, S. Jenkyns, 4th inst.—Saigon, 30th ult., Rice & Gen.—Chinese.	Carmarvonshire, Br. s.s. 1,975, L. W. Boland, 5th inst.—Shanghai, 2nd inst., Gen.—J. M. & Co.	Cranley, Br. s.s. 2,903, A. Henderson, 10th inst.—Manila, Gen.—Carmichael.	Kiev, Russ. s.s. 3,127, Stetsky, 11th inst.	Lycan, Br. s.s. 4,314, Walker, 12th inst.—Singapore, 8th inst., Gen.—R. & S.	Awa Maru, Jap. s.s. 3,911, T. Mori, 14th inst.—Shanghai, 11th inst., Gen.—N. Y. K.	E. of India, Br. s.s. 5,940, A. J. Halley, 15th inst.—Vancouver, Gen.—O. P. R.	Phaumpet, Br. s.s. 1,916, W. C. Bird, 16th inst.—Saigon, 12th inst., Rice & Gen.—Owners.	Sabine Riviera, Dut. s.s. 573, J. Schmierma, 15th inst.—Tamsui, 12th inst., Ballast—A. P. Co.	Opland, Norw. 843, H. L. Eriksen, 16th inst.—Bangkok, 8th inst., Rice—T. & Co.	Riojan Maru, Jap. 2,977, Y. Yamaguchi, 16th inst.—Keelung, 14th inst., Coal, Cement & Gen.—D. & Co.	Hanri Maru, Jap. s.s. 2,360, S. Sago, 17th inst.—Japan Sugar—D. & Co.	Shansi, Br. s.s. 1,223, Simon, 17th inst.—Hohow, 16th inst., Gen.—B. & S.	Bellefor, Norw. 859, T. A. Johnson, 18th inst.—Bangkok, 10th inst., Rice—T. & Co.	Kief, Norw. s.s. 733, Amundson, 18th inst.—Bangkok, Rice—Order.	Kemchow, Br. s.s. 1,450, J. A. Martin, 17th inst.—Singapore, 10th inst., Gen.—Chinese.	Teau, Br. s.s. 1,357, J. V. Stidford, 18th inst.—Manila, 15th inst., Gen.—B. & S.	Foohsing, Br. s.s. 1,424, G. H. Alcock, 17th inst.—Singapore, 11th inst., Gen.—J. M. & Co.	Luchow, Br. s.s. 1,273, Meathrol, 18th inst.—Shanghai, 15th inst., Gen.—B. & S.	Kaijo Maru, Jap. s.s. Y. Yamamoto, 19th inst.—Swatow, 18th inst., Gen.—O. S. K.
--	---	--	--	--	--	---	--	--	--	--	--	---	--	---	--	--	--	--	---	--	---	---	---	---	---	--	---	--	---	---

CONSIGNEES

EAST ASIATIC COMPANY, LIMITED.

COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship

"ARABIEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, Godown No. 6 Matheson Street, Wanchai, West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st of Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 21st of Sept. at 9.30 a.m.

All claims must reach us before the 28th of Sept., 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned.

MELCHERS & CO.

Agents.

Hongkong, 14th September, 1914.

HONGKONG & WHAMPQA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
 All classes of Light Steel work manufactured by the above process.
 Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS.—					
NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	DEPTH AT HEADSTOCK	DEPTH OVER SILL AT HEADSTOCK	DEPTH OVER SILL AT TAILSTOCK	HEIGHT OF TIDE
KOWLOON:					
No. 1 Dock, Kowloon	700'	16' top bottom	20'	7' 6"	
No. 2 Dock, Kowloon	275'	14'	15' 6"	7' 6"	
No. 3 Dock, Kowloon	275'	14'	15' 6"	7' 6"	
Patent Slip, No. 1 Kowloon	275'	14'	15' 6"	7' 6"	
TAI-KOK-TSUI:					
Cosmopolitan Dock	275'	14'	15' 6"	7' 6"	
ABERDEEN:					
Hong Dock	410'	14'	15' 6"	7' 6"	
Leach Dock	410'	14'	15' 6"	7' 6"	

HEAD OFFICE: KOWLOON.

Telephone No. 1 K.

TOWN OFFICE: QUEEN'S BUILDING.

Telephone No. 30, Hongkong.

Please Address Enquiries to the Chief Manager.

F. M. DYER B.Sc., M.I.N., Kowloon Dock, Hongkong.

THE HONGKONG TELEGRAPH FIRST EXTRA

HONGKONG TUESDAY, SEPTEMBER 22 1914

WAR ITEMS.

Turkey and the Powers.

Harbin, Sept. 13.
The Porte in a Note to the great Powers announces that from the beginning of October the Capitulations will be abolished and also the Sultan's decree establishing a Debt Commission. The Note says these measures are undertaken with the object of developing and reviving the internal life of the Turkish Government and people. The Note also expresses readiness to conclude with the Powers new commercial treaties.

Foreigners in Italy.

The Italian Government announces that foreigners in future entering Italy must possess valid passports.

British Gunboat at Salonica.

The British gunboat Hussar (1,070 tons) arrived in Salonica, coaled, took in supplies and left to join the British squadron in the neighbourhood of the Dardanelles.

How War Was Greeted in England.

The following breezy little extract from a letter which arrived by the last mail, says the *N. C. Daily News*, gives a vivid description of how the war was received in England:—

"As regards general conditions here. The nation has been splendid. The Government and Opposition have been working together much longer than the general public think. The Buckingham Palace Conference was mostly occupied with plans to outwit Germany whose plots were detected a month ago. The Kaiser has blundered in many ways. Our position could not be better had we chosen it ourselves. We all think that trade will resume its normal course on a restricted scale next week.

"The streets are full of troops, all in high spirits. The Government has taken over the railways. The present and future Chancellors of the Exchequer have their heads together evolving schemes for the comfort of the people. Men, women and children, we are all in it and with only one thought—victory. We never had a better cause and expect to have practically the whole world with us in the long run. The only signs of fear I have noticed are where you expect to see it. One of the quietest men I know knocked a man down on Monday night for a disloyal statement.

"There is no brag and no bluster about it, only a grim resolve on the part of all to go solid. The Government were absolutely prepared and must have known all the time what was on foot, and they have of course been greatly strengthened by the support of the Opposition. It would have been the same had the position of parties been reversed.

"As I write we have only news of the preliminary skirmishes, but our only fear is that the German Navy will not come out. The German toast for years has been 'Am Tag' (to the day). Our Tommies and Bluejackets have got wind of this and are saying, 'We'll give 'em 'ham tack'.

"The Kaiser has forged an infernal machine which had to go off some time, and he has pulled the trigger at the wrong time. His spies told him that the British Army was wanted in Ireland, and he tried to bribe us to be false to our friends. When you get this the die will be cast.

The following telegrams are taken from Japan newspapers.

German Abuse of Aircraft.

On the 1st instant a German aeroplane passed over Paris and dropped several bombs, but they failed to do much damage. Two British gunners fired at the aero-

plane, but the shots did not take effect.

The United States Ambassador in Paris and other prominent Americans belonging to an American Association visited the French Minister of War and obtained a bomb used by the Germans. The Americans at once cabled to the Washington Government to lodge a protest with the German Government, as the act of the Germans is contrary to the principles of humanity and constitutes a violation of the Hague Treaty.

Germany's Food Supply.

It is interesting at this moment to see a study published a week or so ago by the statistician, Professor Ballew, of Berlin, on the question of Germany's food supply in time of war, says the *Economist*. "The results he arrives at are completely pessimistic. The country in the case of a general European war would almost certainly have all its coast blockaded. Most of the corn supplies coming in over Holland and Belgium are carried in English ships, and would stop at once. Austria would have more than enough to do to feed itself, while in view of the political changes of the last two years there is not much hope of receiving supplies from Roumania. Thrown back on its own resources Germany would last out he thinks a far shorter time than is generally calculated, since even its present production of foodstuffs would be restricted owing to the withdrawal of men to the front."

Captured Vessels of the Enemy.

London, August 29.—It is officially announced that up to the present 226 German and Austrian vessels have been taken as prizes.

Some Humane Incidents.

London, Aug. 31.—In spite of the ferocity of the fighting in France, pleasing incidents are reported of the co-operation of the British and German Medical Corps on the battlefield. Both sides have exchanged drugs, and an instance is reported where a British Surgeon operated on a German soldier with the assistance of a German anaesthetist.

Numerical Strength of the Armies.

The *Times* military correspondent estimates that not more than 430,000 Germans crossed the Meuse. Deducting losses, garrisons and a force watching the Belgian Army 350,000 to 375,000 remain, apart from some six Army Corps assigned to the Divant-Thionville line and those in Lorraine and Alsace.

Putting the losses and the Landwehr aside, there is no evidence that the whole outflow ever exceeded 1,300,000, and as the French First Line Army is nearly 2,040,000, and there are also the Belgians and the English, there is no reason why the Allies should be inferior at the decisive point. Therefore the writer still confidently hopes for news of a victory.

Germans in Calcutta.

The gradual removal of the German and Austrian subjects from Kidderpore House to the Fort began the other day when a large batch of them were taken to the Fort and placed under the orders of the military authorities. The others will, it is understood, follow suit, as soon as arrangements for their accommodation have been completed. The question of the removal of the German and Austrian merchants and others, in addition to the seafaring men, who are now on parole, has not, it is reported, been definitely decided upon by the military authorities, but it is expected that they also will be required to reside within the Fort.

Capture of two German Liners in the Red Sea.

A private letter received by mail gives some interesting details

of the doings of H.M.S. Black Prince (13,550 tons) in the Red Sea. The Black Prince (Captain B. D. Broughton) of the 1st Cruiser Squadron, Mediterranean, was on her way to Aden, probably to escort transports to the Mediterranean, and in the Red Sea she captured two Hamburg-American liners, and escorted them to Suez, whence later they were taken on to Alexandria, and the Black Prince resumed her voyage.—*M. Mail*, August 29.—*Singapore Free Press*.

Sentinel Shot.

London, Aug. 19.—A sentinel on duty at the Brooklands Aerodrome was shot at and wounded by a German, who was afterwards arrested. Several attempts have been made to wreck troop trains, and many suspicious characters have been arrested.

British Wall of Steel.

London, September 2.—The *Daily Chronicle's* special correspondent, Mr. M. H. Donohoe, gives a vivid, although severely censored account of the fierce fighting on Sunday and Monday. The Germans, regardless of the enormous sacrifice of life, flung their whole weight against the British, who had been freshly reinforced by reserves, many of whom have had South African experience. The Britishers advanced to the firing line cheering for France and groaning for "William the Wood"—the "Tommies" nickname for the Kaiser.

An overwhelming German force spent itself in a vain effort to overcome the British resistance. Masses of Germans hurled themselves for hours against the British wall of steel, but after a day of the bloodiest fighting, they gave ground slowly.

The slight advantage obtained by the German hordes was dearly bought.

Meanwhile, the French right and centre continued to hold their own, and repulsed the enemy along the front with very heavy loss.

When Mr Donohoe's message was despatched the Germans were making a fresh onslaught on the British in an endeavour to smash their khaki line, which is barring the road to Paris.

Independent British Operation Advocated.

Allahabad, Sept. 4.—The *Daily Chronicle's* advocate British operating from a base on the coast and being afforded the opportunity for independent operations and free play for its individual tactics. The *Times* Military correspondent writes in the same strain.

"For God, King and Country." London, Sept. 3.—Field Marshal Sir John French, in a stirring address to his troops before the battle, said:—

"We are called upon to fight beside our gallant Allies of France and Belgium to uphold the national honour and freedom. Have confidence in yourselves and in the knowledge of your powers. Trusting to the righteousness of our cause, we do or die for God, King and Country."

Artillery Directed by Aeroplanes.

Allahabad, Sept. 5.—The *Pioneer's* special correspondent cables from London on September 3:—

A Highlander conversing with a *Times* correspondent stated that the German heavy Artillery was well handled, and added, "We also have lots of siege guns." The German Field Artillery directed by the Aeroplanes, has recently done very effective work in searching trenches with shrapnel. The Germans are making great use of machine-guns mounted on motor cars.

India's Expeditionary Force.

Simla, August 30.—On August the 7th Mr. Asquith in the House of Commons announced that India was prepared to send two divisions to the help of the Motherland. On the 26th in his place in the House of Lords, Earl Kitchener said India was sending a powerful contingent,

and on Saturday afternoon last came Earl Kitchener's intimation that the army in France was to be strengthened by two divisions and one cavalry division from India, thus ending the many and various speculations, which have been indulged in as to the objective of the Indian Expeditionary Force.

The announcement that the destination of the divisions was for employment on active service at the front spread like lightning through Simla, where there are so many people with relations and connections in the two divisions, and the excitement was naturally intense. An Indian division includes, of course, a large proportion of Indian troops, and everyone recognises the immense gratification which the fact that Indian troops are on this occasion to fight shoulder to shoulder with British troops against a common enemy in Europe, will arouse among our Indian fellow subjects. In 1801 Sir David Baird commanded an Indian army, which was sent to co-operate with Abercromby in the expulsion of the French from Egypt, but, though the Indian troops arrived in Egypt in time for the final operations before Alexandria, it is doubtful if the French and Indians actually met in conflict, while the detachment of the Indian army which was taken to Malta in Lord Beaconsfield's time was only employed in garrison duty, so that the present is the first time that Indian troops have been employed on active service against a European enemy. That they will act with all their customary gallantry and bravery, notwithstanding their unusual surroundings, no one can have the faintest doubt.

Glorious British Valour.

London, August 30.

Impenetrable gloom still hangs over the battle line. No word is coming through indicating the trend of events. From all sides comes the testimony of the heroic resistance of the British troops at Mons and Cambrai, eclipsing anything even in the history of the British Army, not only in gallantry but in efficiency. What over may happen in the future, it is generally admitted that they saved the Allies' left wing, though at a terrible cost. Yet the German losses were colossal even on conservative estimates.

Lord Kitchener announces that the British losses from August 3rd to 26th were from five thousand to six thousand. The German losses were infinitely greater.

The Press Bureau has issued a statement made by Lord Kitchener, describing the share of the British troops in the four days battle which started on Aug. 23rd. During this period the Allies were occupied in resisting and checking the German advance, and withdrawing to new lines of defence. The battle began at Mons on Sunday. The German attack was stubbornly pressed home and repeated; but it was completely checked by the British front. On Monday the Germans made vigorous efforts with their superior numbers to prevent the safe withdrawal of the British troops, and to drive them into the fortress of Mauberge; this was frustrated. The enemy's losses on both days far exceed ours. The British retirement proceeded on the 25th with continuous fighting, though not on the scale of the two previous days. By the night of the 25th the British occupied the lines from Cambrai to Le Cateau, and Landrecies. It was intended to resume the retirement at daybreak of the 26th, but five German Army Corps attacked, and the fighting was so close and fierce that it was impossible to carry out the retirement till the afternoon. This battle was most severe and desperate. The troops extricated themselves magnificently, under the heaviest artillery fire.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY.

the 26th September 1914, commencing at 2.30 p.m.

A Collection of Antique and Rare Chinese Curios from Ming to Tow Kwong dynasties, comprising—
5-COLOURED and BLUE & WHITE VASES, BOWLS, PLATES, FIGURES, INCENSE BURNERS, OLD BRONZES, CLOISONNE VASES, JADE ORNAMENTS, SNUFF BOTTLES, etc., etc.

also
A few pieces of Blackwood ware.
On view from Friday, the 25th September.
Catalogues will be issued.
Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions from Major I. E. E. Craster, R.E. to sell by Public Auction on

MONDAY

the 28th September 1914 commencing at 2.45 p.m. at his residence, 5 Cameron Villas (No. 59 The Peak).

A Quantity of Valuable Household Furniture.
(Full Particulars from Catalogue).
Terms:—as usual.
On view from Saturday the 26th September.

GEO. P. LAMMERT
Auctioneer.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 28th day of Sept., 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Ref. No.	Locality	Boundary Measurements, Approximate	Contents in Square Feet	Annual Rent.	Upst. Price.
1	75	75	75	75	6,595	157

CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship "KUMSANG" having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. the 17th inst. will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by—
JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 16th September, 1914.

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE.
Open Till Midnight.

ENTERTAINMENTS.

BENEFIT TOURNAMENT FOR THE PRINCE OF WALES' FUND.

GRAND AMATEUR BOXING TOURNAMENT

TO BE HELD AT THE
CITY HALL

ON
OCTOBER 10TH, 1914.

Under the Distinguished Patronage of H.E. Sir F.H. May, K.C.M.G., H.E. Major-General F.H. Kelly, C.B., and Commodore R. H. Anstruther, C.M.C.

Silver Cups and Gold Medals for winners and runners-up of all weights. An amateur boxing certificate will be presented to every man that takes part. Entries from all bona fide amateurs scaling all weights may be forwarded to the honorary stewards, Messrs. A. Rodger and W. Logan, at the V.R.C.

Referee, Commander Beckwith, R.N., Judges, Commander Blackwood, R.N. & Mr. Murdoch.

F. E. HALL, Promoter.

VICTORIA THEATRE.

To-night 9.15 To-night
THE CRY OF A STRICKEN HEART.

On Friday

THE GREAT PICTURE

WAR'S RED RUIN.
THE RACE OF LONDON.

Look out for the great Picture,

"The Disaster to the Empress of Ireland."

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 19th September.
The Great Sensational Drama
"ATLANTIS"
in 8 Parts—Length 12,000 Feet.
Performance commences 9 P.M. sharp

DEBUT on Wednesday 23rd September
PROF. NICOLAS LENZ & Company.
In Wonderful Magic Acts.
MISS DORA LENZ in English & Russian dances.

NOTICES

KELLY & WALSH, LIMITED.

NEW BOOKS.

CROQUET by Lord Tollemache, fully illustrated	9.00	CHINESE FOREST TREES AND TIMBER SUPPLY by Norman Shaw	9.00
SEA, LAND & AIR STRATEGY by Sir George Arden	9.00	WHERE DORSET MEETS DEVON by Francis Buckley	3.10
THE CHURCH OF ENGLAND AND EPISCOPACY by Canon Mason	9.00	CHEMICAL ANALYSIS by G. G. Gardner	6.50
CONORRHOEA & ITS COMPLICATIONS by David Watson, M.B.	13.00	NOVELS	
THE AUTHOR'S CRAFT by Arnold Bennett	2.25	MARIA by Baroness Von Hutten	1.75
HUTCHINSON'S HISTORY OF THE NATIONS VOL. I.	9.00	THE GATE OF ENGLAND by Morine Gerard	1.75
THE HOLY SPIRIT OF GOD by W. H. Griffith Thomas	5.25	JOHN BARLEYCORN by Jack London	1.75
SCRUTTON ON CHARTERPARTIES & BILLS OF LADING	14.00	THE FUGITIVE by Roy Bridges	1.75
THE LITTLE DRESSMAKER'S BOOK	.80	MR. LAXWORTH'S ADVENTURES by E. P. Oppenheim	.80
THE FUTURE OF WORK by L. G. Chiozza Money	5.25	COME RACK! COME ROPE! by R. H. Benson	.80
		THE MAN FROM NOWHERE by Victor Bridges	.80

New War Maps expected shortly—order now.

FRENCH LESSONS

C. MOUSSON.

15, Morrison Hill Road.

OFFICIAL MARKET PRICES

Hongkong, September 11, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Out, Mei Lung Pa	lb. 21
Corned, Ham Ngau Yuk	" 21
Roast, Shiu	" 19
Breast, Ngau Lam	" 18
Soup, Tong Yuk	" 22
Steak, Ngau Yuk Pa	" 33
do., Sirloin—Ngau Lau	" 26
Sausages, Ngau Cheung	" 12
Buttock's Brains, No	per set 12
Tongue fresh, Ngau Li	each 50
Corned, Ham Ngau Li	" 1.20
Head, Ngau Tau	lb. 14
Heart, Ngau Sum	" 22
Hump, Salt, Ngau Kiu	" 12
Feet, Ngau Keuk	each 12
Kidneys, Ngau Yiu	" 30
Tail, Ngau Mei	" 13
Liver, Ngau Kon	" 6
Tripes (undressed), Ngau To	set 1.20
Calves' Head & Feet, Ngau-chai-tau-keuk	set 1.20
Mutton Chop, Yeung Fai Kwat	lb. 26
Leg, Yeung Fai	" 24
Shoulder, Yeung Shan	" 27
Saddle	" 24
Pigs Chittlings, Chu Chong	per set 27
Brains, Chu No	lb. 14
Feet, Chu Keuk	" 16
Fry, Chu Ohap	" 10
Head, Chu Tau	each 12
Heart, Chu Sam	" 18
Kidneys, Chu Yiu	lb. 30
Liver, Chu Kon	" 26
Pork, Chop, Chu Fai Kwat	" 30
Corned, Ham Chu Yuk	" 20
Leg, Chu Poi	" 20
Fat or Lard, Chu Yiu	set 60
Sheep's Head and Feet, Yeung Tau Keuk	each 8
Heart, Yeung Sam	" 12
Kidneys, Yeung Yiu	lb. 27
Liver, Yeung Kon	" 22
Sucking Pigs, To Order—Chu Tsai	" 22
Suet, Beef—Shang Ngau Yau	" 27
Mutton—Shang Yeung Yau	" 19
Veal, Ngau Tsai Yuk	" 20
Sausages, Ngau Tsai Cheung	" 22
Lard, Chu Yau	" 22

POULTRY.

Chicken, Kai Tsai	lb. 30
Capon, Large, Small, Sin Kai	" 32
Ducks, Ap	" 24
Doves, Pan Kan	" 18
Eggs, Hen—Kai Tan (cooking)	per doz 20
Fowls, Canton, Kai	lb. 30
Hainan, Hoi Nam Kai	" 25
Geese, Ngo	" 33
Pigeons, Canton, Pak Kap	each 27
Hoflow, Hoi How Pak Kap	" 24
Turkeys, Cock—Fo Kai Kung	lb. 60
Hen, Na	" 45

FISH.

Barbel, Ka Yu	lb. 18
Bream, Pin Yu	" 20
Canton Fresh Water Fish, Hoi Sin Yu	" 17
Carp, Li Yu	" 22
Catfish, Chik Yu	" 15
Codfish, Man Yu	" 16
Crabs, Hai	" 24
Cuttle Fish, Mak Yu	" 18
Dab, Sha Mang Yu	" 14
Dace, Wong Mei Lap	" 15
Dog Fish, Tit To Sha	" 12
Eels, Conger, Hoi Man	" 13
Fresh water, Tam Sui Yu	" 20
Eels, Yellow, Wong Sin	" 32
Frogs, Tin Kai	" 33
Garoupa, Shek Pan	" 45
Gudgeon, Pak Kap Yu	" 18
Herrings, Teo Pak	" 23
Halibut, Cheung Kwan Kap	" 28
Labrus, Wong Fa Yu	" 20
Loach, Wu Yu	" 26
Lobsters, Lung Ha	" 30
Mackerel, Chi Yu	" 20
Moon Fish, Mong Yu	" 32
Mullet, Chai Yu	" 20
Oysters, Shang Ho	" 24
Parrotfish, Kai Kung Yu	" 12
Perch, Tau Lo	" 24
Pike, Fa Pan Fong	" 18
Plaice, Pan Yu	" 14
Pomfret, Black, Hak Chong	" 28
Pomfret, White, Pak Chong	" 32
Prawns, Ming Ha	" 40
River, Pak Pa Sha	" 12
Rock Fish, Shek Kiu Kung	" 18
Roach, Chun Yu	" 12
Shark, Sha Yu	lb. 8
Salmon, Ma Yu	" 35
Skate, Po Yu	" 10
Shrimps, Ha	" 24
Snapper, Lap Yu	" 32
Soles, Fat Sha Yu	" 32
Tench, Wan Yu	" 20
Turbot, Cho How Yu	" 20
Turtles, small, fresh water, Kauk Yu	" 64

FRUITS.

Almonds, Hang Yu	lb. 30
Apples (California), Kam Shan Ping Kho	" 20
(Chetoo), Tin Chun Ping Kho	" 20
Small, Hoi Tong	" 20

肉食

Chicken	lb. 30
Capon	" 32
Ducks	" 24
Doves	" 18
Eggs	per doz 20
Fowls	lb. 30
Geese	" 33
Pigeons	each 27
Turkeys	lb. 60

海味

Barbel	lb. 18
Bream	" 20
Canton Fresh Water Fish	" 17
Carp	" 22
Catfish	" 15
Codfish	" 16
Crabs	" 24
Cuttle Fish	" 18
Dab	" 14
Dace	" 15
Dog Fish	" 12
Eels	" 13
Fresh water	" 20
Eels, Yellow	" 32
Frogs	" 33
Garoupa	" 45
Gudgeon	" 18
Herrings	" 23
Halibut	" 28
Labrus	" 20
Loach	" 26
Lobsters	" 30
Mackerel	" 20
Moon Fish	" 32
Mullet	" 20
Oysters	" 24
Parrotfish	" 12
Perch	" 24
Pike	" 18
Plaice	" 14
Pomfret, Black	" 28
Pomfret, White	" 32
Prawns	" 40
River	" 12
Rock Fish	" 18
Roach	" 12
Shark	lb. 8
Salmon	" 35
Skate	" 10
Shrimps	" 24
Snapper	" 32
Soles	" 32
Tench	" 20
Turbot	" 20
Turtles, small, fresh water	" 64

菓子

Almonds	lb. 30
Apples	" 20
Small	" 20

Bananas, fragrant, Canton, San Shing Heung Chiu lb.	3
(brides), Macao, San Heung Chiu	" 3
Chestnuts, Chinese, Foong Lut	" 12
Carambola, Yeung To	" 12
Coconuts, Ye Tee	each 12
Lemons, China, Ling Mang	lb. 6
" America, Kam Shan Ling Kung	" 8
Lichees Dried, Lai Chi, small Stone	" 30
" Fresh	" 30
Oranges, (Canton), Shan-shang Tim Ohing	lb. 6
" Sweet	" 10
Peas, (American), San Shoot Lay	" 10
(Canton), Cooking, Sha Li	" 10
Peanuts, Fa Shang	" 12
Perseimons Large, Hung Tsa	" 12
Pine-apples, 1st quality, Pan Ti Po Lo	each 14
2nd " Ohung-tang Po Lo	" 10
Plantain, Tai Ohui	lb. 3
Plums, Swatow, Hung Lai	" 14
Pumelo, Siam, Chiu Lo Yau	each 14
" Shanghai, Lo Kwat	" 12
Walnuts, Hop To	lb. 12
" Green, Sang Hop Tuo	" 12
Water Melon, (Am.) Kom San Bai Kwa	each

VEGETABLES &c.

Artichokes, Shanghai, Sheung-hoi Ah Chi	lb. 1
Cheuk	" 1
Beans, (French), Macao, Oh Moou Pin Tau	" 1
(French) Shanghai, Sheung Hai Pin	" 1
Sprout, Ah Choi	" 8
Long, Tau Kok	" 10
Beet Root, Hong Choi Tau	each 8
Bitter Squash, Fa Kwa	" 8
Brinjals, Green, Ching Yuan Kwa	" 8
Red, Hung Ke	" 10
Cabbage, Chinese, (common), Kai Tsoi	" 14
Cabbage, Shanghai, Ye Tsoi	" 14
Cane Shoots, bunch, Kaa Shun	lb. 6
Carrots, Kam Shun	" 12
Celery, Chinese, Tong Kan Tsoi	" 12
Chillies Dried, Kon Lap Ohui	" 30
Red, Hung Fa Chin	" 18
Green, Ching Lap Chin	" 12
Carry Stuff, English, Ka Li Chu Lin	" 10
Cucumbers, Ching Kwa	each 2
Garlic, Sun Tau	lb. 8
Ginger, young, Sun Tse Keung	" 8
old, Lo Keung	" 8
Horse Radish, Shanghai, Lik Kan	" 15
Indian Corn, Suk Mai	each 5
Lettuce, Yeung Shang Tsoi	" 1
Water Chestnuts, Ma Tai	lb. 6
Mandarin, Kwai Lam Ma Tai	" 8
Mushrooms, Fresh, Shang Cho Ko	" 35
Mush Melon, Amer., Kam-san Hong Kwa	each
Okroes	lb. 12
Onions Bombay, Yeung Chong Tau	" 8
Green, Shang Chong	" 6
Shanghai, Sheung-hoi Chong Tau	" 6
Parsley, Kun Tsoi	lb. 8
Green Peas, Ching Tau	lb. 1
Potatoes, Sweet, Fan Shu	" 3
Shanghai, Sheung-hoi Shu Tsa	" 1
Japan, Yut Pan Shu Tsa	" 3
American, Fa Ki Shu Tsa	" 8
Foochow, Foo-chow Shu Tsa	" 1
Pumpkin, Tong Kwa	" 3
Radish, Hung Lo Pak Tsai	" 5
Rhubarb (Fresh), Tai Wong	" 12
Sage, Tse So	" 1
Shallots, Kon Chong Tau	" 8
Spinach, Yin Tsoi	" 5
Tomatoes, Fan Ke	" 8
Taro, Wu Tau	" 6
Turnip, Funtai, (Long), Lo Pak	" 5
English, Yeung Lo Pak	" 1
Vegetable Marrow, Chit	" 4
(American), Ka San Chiu	" 15
Water Cress, Sai Yeung Tsoi	" 6
Lily root, Lin Ng-u	" 6
Yams, Ta Shu	" 6
English, Yeung Kan Choi	" 1

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 11th inst. The Proclamation also contained the following schedule of maximum retail prices:—

1. Flour:—	
(a.) Highest Grade, per bag of 50 lb.	\$ 1.00
per lb.	.08
(b.) Second Grade, per bag of 50 lb.	2.50
per lb.	.07
2. Tinned Milk:—	
(a.) Sweetened Condensed Milk, per 1 lb. tin	.30
(b.) Unsweetened Condensed Milk, per 1 lb. tin	.25
(c.) Sterilized Milk, per tin (18 oz.)	.25
(d.) Sterilized Milk, per 1 litre tin	.35
(e.) Eagle Brand, per 1 lb. tin	.33
(f.) Skimmed Milk, per 1 lb. tin	.20
3. Sugar:—	
Cube, (in 6 lb. tins), per tin	1.00
Refined Crystallized, per lb.	.12
Granulated, per lb.	.12
Soft, No. 1 quality, per lb.	.11
No. 2	.10
4. Frozen Meat:—	
The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. (Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.)	
5. Market Produce:—(See above)	
6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.	
Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$7 in value (excepting the articles enumerated in clause 5) shall if made in subsidiary coin be subject to an additional charge of 7 per cent.	

DIARY OF WAR.

COUNTRIES AT WAR.

Germany against Britain.	
" " Russia.	
" " France.	
" " Belgium.	
Austria against Serbia.	
" " Russia.	
" " Britain.	
" " France.	

Events that Brought it About.

- 1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.
- 1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.
- 1906.—Tariff war between Austria-Hungary and Serbia.
- 1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.
- 1912.—Serbo-Bulgarian Alliance with a clause against Austria.
- 1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.
- 1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.
- July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.
- July 24.—Details of Note published and proved unexpected by severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.
- July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.
- July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragevace.

Since Fighting Began.

- July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.
- July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.
- July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from Belgrade. Home Rule Amending Bill postponed; Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.
- July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.
- August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.
- August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Oirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.
- August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears

for action. Martial law at Malta. August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenig Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South-Togoland from Germans and French enter North Togoland. British Government accepts Austria's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the open at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haelen. German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Oirey. Cannonade heard at Tullefont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Danube; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumours of a Serbian victory. Kaiser leaves Berlin for Mainz with Headquarters Staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper course of the Bag and Styria. French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Serbians rout Austrians near Schabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans enter Luxembourg. German promises indemnity to Luxembourg.

August 19.—Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears

victorious in fight with 80,000 Austrians. Germans repulsed in again attempting to cross the Meuse near Dinant.

August 20.—Majority of Italian cabinet said to favour intervention on the side of the Triple Entente. Russians occupy Gumbinnen, capturing twelve guns and many prisoners. German forces cross the Meuse between Liege and Namur. French forces reach Mosrohingen, south-east of Metz. French occupy Guebwiller, in Alsace. Russians enter East Prussia and occupy Lyk. French reoccupy Mulhausen at the point of the bayonet. Germans occupy Brussels.

August 21.—At request of Canadian Government, Duke of Connaught remains Governor-General during the war. French troops achieve brilliant success between Mulhausen and Altkirch, capturing 24 guns. Germans retreating on the Rhine. Belgian Army retires to Antwerp in good order and is ready to co-operate with the Allies. Understood that Britain arranges £10,000,000 Loan to Belgium. Germany not yet replied to Japanese ultimatum.

August 22.—Germans impose war levies of 22,000,000 and 28,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Serbians rout Austrians along the Drina. Russian successes reported at Gumbinnen and in Galicia. France protests against German use of dum-dum bullets. Press Bureau announces that military position of Allies is satisfactory. Germans occupy Alost and Wetteren. German artillery attack on Namur begun.

August 23.—Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Arys, west of Lyk. Serbians clear the country at Loznitz, Leshnitsa and Schabatz, defeating Austrian column. Serbians ready to cross the Save and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Lozen dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Announced from New York that Kaiser instructs Tsingtau garrison to defend the position to their utmost. Field Marshal von der Goltz appointed Military Governor of the occupied part of Belgium. Canadian Patriotic Fund rapidly mounting. Toronto City alone contributing \$27,000. Germans occupy Lunenburg. German attempts on Nancy fail. French successfully resist German attack on southern frontier, enemy retiring all along the line. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges and Nancy. Russians occupy Allenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand. August 31.—Allies occupy line

extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Lion, towards Mezières. Fighting reported at Bapaume, 25 miles from Amiens. Fresh German troops appear along Russian frontier; battle continues along whole Austrian front. Announced that German destruction in Louvain arouses intense indignation in America. French gain a considerable success at Guise. Australian Premier calls for second expeditionary force. Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns. (German aeroplane appears over Paris, dropping bombs near Saint Lazare station and near the Opera House).

Sept. 2.—List of British casualties published. Details:—Officers killed, 36; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 4,183. Russians sustain reverses in local engagements in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy

Halicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 200,000. Announced that Germans continue to leave the entrenched camp of Paris on their right, marching south-east. Germans evacuate Compiègne and Soissons districts. Great patriotic demonstration at the Guildhall.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses thrice that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated. Allies' success over Germans at St. Quentin officially confirmed. Germans lose 3,000 men in a terrific encounter west of Malines; further losses sustained owing to opening of dykes to the south-east of Antwerp. Germans destroy Dinant by shell-fire and incendiaries. Announced that altogether 12 Austrian divisions have been completely destroyed by Russians near Lemberg.

September 8.—Russians capture Mikolajoff and Rawaruka, and convert Galicia into Russian Province. British casualties to date:—Officers: killed, 63; wounded, 182; missing, 230. Men: killed, 212; wounded, 1,081; missing, 13,413. Germans retire before the British and cross the Marne. Fifth French Army meets with equal success, making many captures. Germans suffer severely all along the line. No change in Alsace. Viceroy of India announces that 70,000 Indian troops are already on the way to the front. In the House of Commons, a summary of offers of service, money, etc., made in India to the Viceroy, is read; greeted with cheer after cheer. His Majesty sends message to self-governing Dominions, expressing gratitude for whole-hearted support in the war.

September 10.—Forces of 60,000 Germans harrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles. Austrians retreat in disorder before Russians at Tomaszow. Austrian and German troops dislodged from fortified positions near Lublin, and retire southward.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen. German Fleet reported active in Baltic Sea. Austrians evacuate

Oracov. Mr. Asquith announces that since beginning of war 439,000 men enlisted, irrespective of Territorials.

Sept. 12.—Whole German right wing falling back in disorder. Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herberstahle. German New Guinea. French troops occupy Soissons and Lunenburg. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties 20,000 men at Nancy and 11,000 men at Lunenburg.

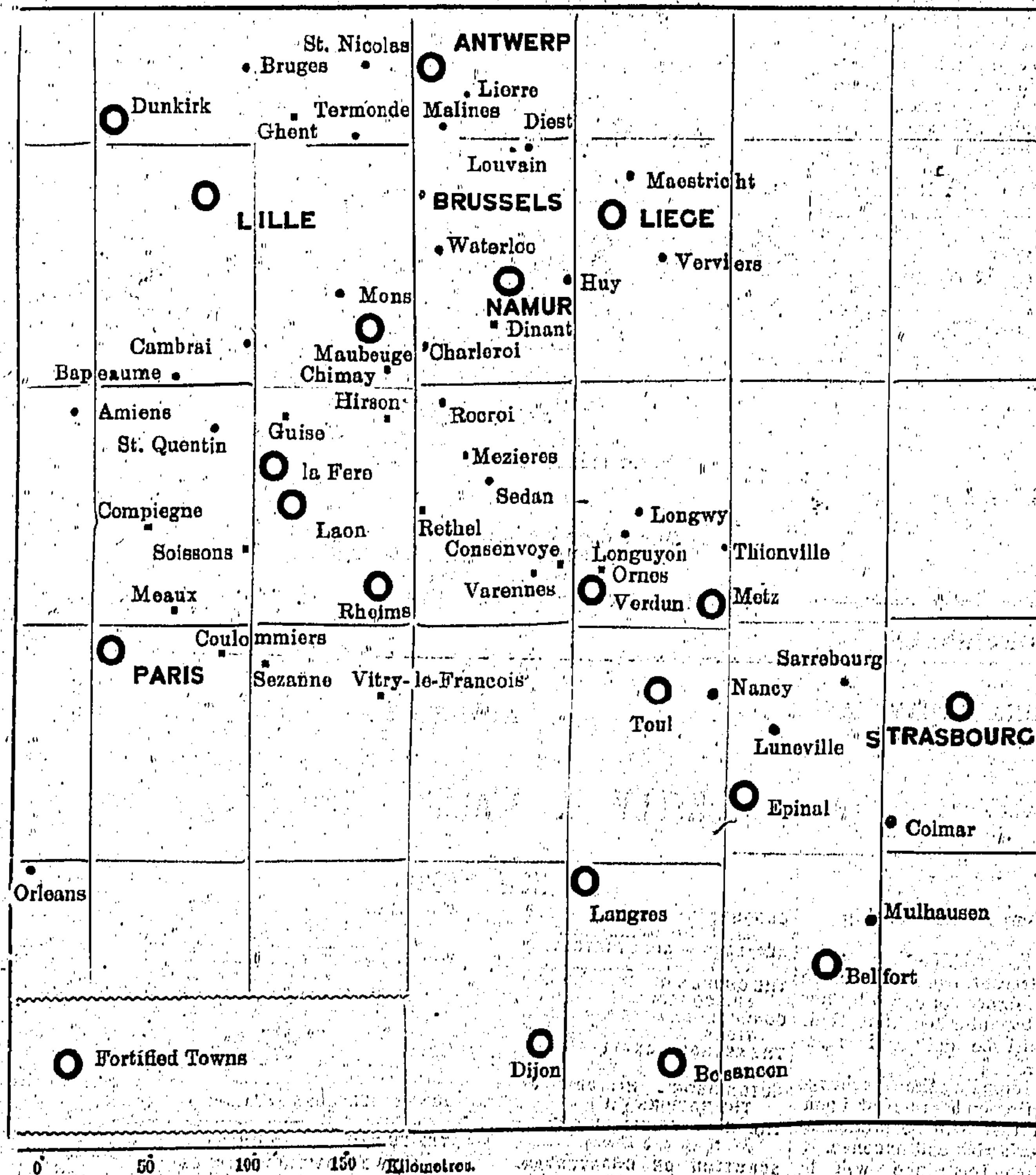
Sept. 14.—Germans evacuate Amiens and give way at Beuvigny and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawaruka, and occupy Czernowitz. Serbians defeat 80,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advice is to the effect that the Germans are retreating all along the line and are being rapidly pursued by the allies. The Crown Prince's army has been driven further back and now occupies the line: Varennes, Consenvoye, Ornes.

